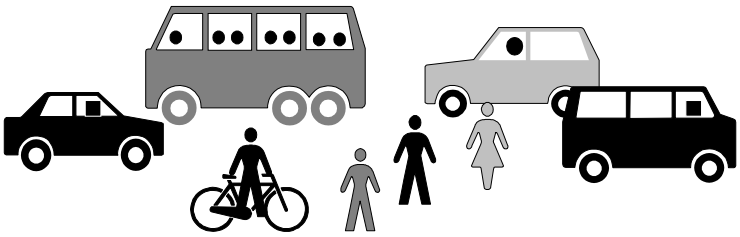
2001 Annual Transportation Survey of Residents



City of Boulder
Audit and Evaluation Division
(formerly Center for Policy and Program Analysis)
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2001 Annual Transportation Survey of Residents

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Executive Summary

Background

- In the fall of 1997, the City of Boulder's Transportation Division commissioned a survey about citizen's perceptions and opinions about transportation in the City, as a follow-up to the adoption of the 1996 Transportation Master Plan Update. In order to track trends in residents' general satisfaction, perceptions and behaviors related to transportation in Boulder, similar surveys have been conducted in each of the subsequent years: 1998, 1999, 2000 and 2001. The purpose of the survey is to track trends in residents' general satisfaction, perceptions and behaviors related to transportation in Boulder. One component of the survey asks respondents about a specific transportation-related topic about which planners would like information. This topic changes from year to year. This year, respondents were asked a series of questions intended to provide citizen input for the 2002 Transportation Master Plan update process.

- A random selection of Boulder area households was contacted by telephone to participate in this survey between November 14 and November 30, 2001. Four hundred interviews were completed. Results were statistically weighted so that demographics of respondents matched population demographics. The margin of error around the results is ±5%.

Annual Survey Results

Perception of the Transportation "Challenges" Facing Boulder

- In all survey years since 1997, growth or over development and traffic-related issues have been cited by residents as the top two challenges facing Boulder. This was true in 2001 as well, however, there has been some shift in emphasis in the last two years compared the late 1990s. Whereas 40% of respondents in 1999 named "traffic, traffic congestion or transportation" as the most important challenge facing Boulder, in 2000 and 2001, only 20% and 23% considered these types of issues as the most important. Growth and overdevelopment was named as the most important challenge by 34% of respondents in 2000 but only 23% of respondents in 2001. The item cited as the third most important challenge in 2000 and 2001, affordable housing, was named by 17% and 19% of respondents, respectively, compared to 10% of respondents in 1999.

- When asked what should be done to improve transportation in Boulder, residents since 1997 have been consistently name improvement of bus and transit service most frequently. However, the proportion of residents who cited this improvement has declined from over 40% in previous years to 26% in 2001. *This decrease may be due to actual enhancements in bus service this year with the introduction of the JUMP, LEAP and BOUND buses, thus reducing citizens' perception that this area of transportation needs improving.*

- The next most frequently mentioned area of transportation improvement was to "Improve/increase bike paths/lanes/improve ease of getting around town by bike." The proportion of respondents making these suggestions rose to 15% in 2001 compared to 7% to 9% in previous years. In 2001, 20% of respondents said they had no suggestions for improvement or that transportation was "fine" in Boulder.

Experience of Getting Around Boulder

- Since 1997, respondents to the survey have been asked to rate their experience in getting around Boulder. Average ratings on a scale from "very good" to "very bad" have been in the "neither good nor bad" range over the 1997-2001 period, although 2001 shows a slightly better rating than previous years. Although not statistically significantly different, the proportion of respondents who rated their experience as "good" or "very good" was 41% in 2001 compared to 35% in 2000.

Planning for Transportation in Boulder

Survey participants, since 1997, have been asked to indicate their level of agreement or disagreement with a series of statements regarding transportation issues and traffic in Boulder. The topics covered in these statements include, for example, policy directions which the City might take in relation to transportation, respondents' perceptions of the City's handling of transportation tax money, and the causes of traffic congestion.

- Consistent with previous years, in 2001 over half of respondents (54%) "strongly agreed" that the City should concentrate on providing more alternatives to the automobile as the solution to relieving current and future traffic congestion and 30% "somewhat agreed" with this statement.

- Rating on the statement that the City of Boulder should give a higher priority to funding transportation improvements to serve modes other than the automobile have also been consistent over the five year period. Almost three-quarters (72%) of the respondents "strongly" or "somewhat" agreed with this statement in 2001.

- In 2001, 42% of residents agreed with the statement that the City should widen or build new roads. The average rating for this statement in the current survey year is consistent with other years except for 1998 when a larger proportion of residents thought the City should widen roads.

- As in previous years, there was very little agreement with the statement that the city government should <u>not</u> attempt to relieve traffic congestion. Only about one-quarter of respondents agreed with this statement. About 77% of respondents disagreed with the statement. Responses to this question were similar in previous years.

Downtown Parking

- Although Boulder residents support having the City continue to pursue more alternatives to automobile use, downtown parking availability for employees and shoppers remains important. In 2001, almost 75% of residents "strongly" or "somewhat" agreed that the City should provide more parking in the downtown. However, agreement on the need for downtown parking is greater in 2001 than in the previous two years.

- *It appears that the need for additional parking was seen as less severe in 1999 and 2000, following the opening of two parking garages in late 1999 but that in 2001 the effect of the additional garage spaces did not decrease respondents' agreement on the need for additional parking in the downtown.*

Transit Service

- In all survey years, the statement receiving the highest amount of agreement from respondents was "The City of Boulder should provide additional frequent, small, bus service like the HOP and SKIP." In 2001, 82% of residents either "strongly" or "somewhat" agreed on the need for more small bus service, down from 90% who felt the same way in 2000.

- The mean rating for this statement is statistically significantly lower in 2001 than in previous years. *This may not be surprising in view of the introduction of the JUMP, LEAP and BOUND buses in the past year, resulting in a somewhat smaller proportion of respondents who feel that more such frequent, small buses are needed.*

In-Commuting, Tourism and Traffic Congestion

- When asked whether most of Boulder's traffic problems are caused by commuters and tourists rather than residents, respondents in 2001 were about equally divided between agreement and disagreement (57% of residents "strongly" or "somewhat" agreed; 43% disagreed). This opinion pattern has remained about the same over the past four years

- Respondents were also asked if they thought the City of Boulder should limit job growth in order to relieve current and future traffic congestion. This idea has received little support over the years. In 2001, 24% of residents agreed with this statement, consistent with previous survey years.

Funding Transportation

- Opinions regarding who should pay for the costs of maintaining Boulder roads has been about equally divided in all survey years. In 2001, 53% of residents agreed that people who drive more should pay more of the costs of maintaining roads in Boulder.

- Similarly, 51% of residents in 2001 agreed that new development should pay more than existing residents for transportation improvements in general. Agreement with this statement was significantly higher in 1998 than in other survey years.

Use of Transportation Monies

- In 2001, a slightly larger proportion of respondents (69%) agreed that transportation monies were well spent by the city government than in previous years. About one-third of those who were asked this question (in all survey years) responded by saying "don't know," however that proportion has been decreasing from 37% in 1997 to 32% in 2001.

Ratings of Boulder's Existing Transportation System

In all survey years, respondents have been asked to rate about 10 services or facilities of Boulder's transportation system on a scale from 1 (very bad) to 5 (very good).

- The three features which have received the best assessment (over 60% of residents rating "good" or "very good") in all survey years are: (a) bike paths and lanes (75% rated "good" or "very good" in 2001); (b) local transit (62% good ratings in 2001); and (c) sidewalks (68% good ratings in 2001).

- In this survey year for the first time, respondents were asked to rate the Community Transit Network buses (HOP, SKIP, JUMP, LEAP & BOUND) separately from "Local RTD buses (the numbered routes)." The CTN buses received the highest rating among all transportation system options: 78% "good" or "very good" ratings.

- Three transportation system features which have consistently received less than 50% "good" or "very good" ratings nevertheless showed statistically significant improvements in satisfaction over the survey period. These were: (a) neighborhood traffic mitigation; (b) traffic signal timing; and (c) parking in the downtown.

- Traffic congestion continues to receive the lowest satisfaction ratings with average ratings in the "bad" category. In 2001, about two-thirds of respondents gave "bad" or "very bad" ratings to this aspect of transportation in Boulder and only 8% rated traffic congestion as "good" or "very good."

Bus Use and Bus Passes

Since 1998, several questions on the Annual Transportation surveys have asked about residents' use of the RTD bus and whether they have various types of bus passes.

- In 2001, there was a significant increase in bus use for the work commute compared to previous years. The proportion of residents who said they used transit for the work commute rose from 19%-21% in 1998 through 2000 to 30% in 2001. In 1998 through 2000, over 60% of respondents said they used RTD less than once a month for commuting; in 2001, less than half (47%) said they used public transit less than once a month.

- The proportion of residents who used public transit once a month or more for other types of trips, such as shopping or personal errands, also increased to 42% in 2001, from about one-third in previous years.

- When asked whether they had a Eco Pass or other type of bus discount pass, 56% of respondents in 2001 said they had no bus pass. This proportion has been declining since 1999.

- Among the 44% of respondents who said they had a bus pass, the most common type of bus pass was the CU Student pass (24%), followed by business-sponsored Eco Passes (8%).

- Excluding CU students (who automatically receive bus passes), resident pass holders were more likely to be those with education above a bachelor's degree, those who work in Boulder, and those who already make most of their trips by alternate modes.

- Since 1998, respondents have also been asked whether other members of their household have Eco Passes, how many have such passes and the types of passes they have. Respondents who said other household members have bus passes has increased from 27% in 1999 to 35% in 2001.

- In 2001, a significantly larger proportion of non-Eco Pass holders than in previous years said they would be "much more likely" or "somewhat more likely" to ride a bus for their work commute if they had an Eco Pass. Thirty percent of these respondents said they would be "much more likely" to ride a bus for their work commute in 2001 compared to 21% who gave the same response in 1998.

"Readiness to Change" to Alternative Mode Use

Since 1997, the Annual Transportation Survey has included a question about people's behavior and attitude towards alternative modes versus driving alone. This question originally was conceived as an experimental effort to gauge the population's position on a "readiness to change" scale. Respondents were asked which of three statements came closest to describing how they felt about traveling in and around Boulder. The statements were intended to correspond to three stages on the readiness to change scale: (a) preferring to drive alone and being unlikely to change corresponds to what is called the "precontemplation" stage; (b) making most trips by driving but expressing a desire to use other modes represents the "preparation" stage and (c) making most trips by alternate modes corresponds to the "action" stage.

- In 2001, 23% of respondents said they prefer to make most of their trips by driving alone, and were unlikely to change how they travel. Forty-six percent of respondents said that while they currently make most of their trips by driving alone, they would like to use other modes for at least some of their trips.

- In terms of change over time, a significant shift occurred in 2000 and 2001 compared to the previous years with a decrease in the proportion of those who already use alternate modes for most trips as well as a decrease in the proportion of residents who say they drive alone and are unlikely to change, along with increases among residents who drive alone but say they would like to use other modes.

Noise from Local Airplanes

- In 2001, a question was added the Annual Transportation Survey to ascertain whether residents are bothered by the noise generated from aircraft originating at Boulder's airport. Respondents were asked to respond with agreement or disagreement to the statement, "The noise of propeller driven aircraft from Boulder airport is disturbing in my neighborhood." Only 8% of respondents agreed that aircraft noise from Boulder airport was disturbing.

- As might be expected, residents living north of Pearl Street were more likely to agree that the airplane noise from Boulder airport was disturbing, and those most likely to agree lived in the northeast sector of the city. Fifteen percent of respondents in the northeast agreed that the noise was disturbing though about two-thirds of those living in this sector strongly disagreed.

Transportation Master Plan Update-Preliminary Questions

Each year that the Annual Transportation Survey has been conducted a topic of current interest has been chosen and specific questions have been asked of Boulder residents to gain insight into the topic. This year, in advance of the update of the Transportation Master Plan, questions were posed that inquired about the level of involvement which the city has in transportation planning and the desired direction that the policies and programs outlined in the Master Plan should take.

Involvement of the City Government in Traffic Mitigation

- Survey respondents were first asked the general question, whether they favor or oppose continued involvement of the City of Boulder in efforts to prevent worsening traffic congestion. Residents overwhelmingly favored the city's involvement in mitigation of traffic congestion; almost 60% of respondents "strongly favor" involvement by the city and 31% "somewhat favor" such involvement.

Basic Approaches to Reduction in Future Traffic Congestion

- The two basic approaches that the city government can take toward reducing future traffic congestion were then described: (a) to increase road capacity to handle traffic demand and (b) to provide enhancement to non-automotive transportation systems (e.g, bikeways, sidewalks and the bus system). Residents were solidly in favor of enhancements to the bus, bikeways and pedestrian systems (74%) compared to 26% who favored increasing road capacity.

Strategies to Reduce Future Traffic Congestion

About a dozen specific strategies to reduce future traffic congestion were presented which covered the range from increasing road capacity and building new roads to enhancements to the bus, bike and pedestrian systems. Respondents were asked to indicate their level of support for each strategy.

- The three strategies that received the greatest support (by almost 90% of respondents) were: providing an Eco-Pass for all Boulder residents; expanding the bike system within Boulder; and adopting urban design plans which reduce dependence on automobiles.

- Ratings that were almost as high (about 85% of respondents) went to: increasing high frequency transit service and transit service through RTD; expanding the pedestrian system, such as sidewalks and benches; and improving traffic flow. About half of respondents (55%) favored managing the rate of population growth.

- Strategies that received more opposition than support included: building more roads (58% opposed); increasing road capacity by widening roads (57% opposed); increasing the cost of parking (54% opposed); managing the rate of job growth (50% opposed); and increasing the cost of driving (46% opposed).

Transportation Master Plan Objective

- Residents were asked whether they support or oppose continuation of the current Master Plan objective to shift 19% of all trips currently made by single-occupant auto to other forms of transportation. More than 80% of respondents supported this objective with almost half (47%) saying they "strongly support" it.

- Respondents were also asked how they thought the city government was doing in meeting the Master Plan objective. About 42% of respondents think the city government is doing "well" or "very well" and about 29% think the city is doing badly.

- When respondents were asked how they thought the community (i.e., people like themselves) was doing in meeting the Master Plan objective, 40% of respondents said the community was doing "well" or "very well" at meeting the object of shifting SOV trips to other forms of transportation and 35% thought the community was doing badly.

Future Funding to Reduce Traffic Congestion

The final set of questions related to the update of the Transportation Master Plan dealt with ways to fund transportation projects.

- Four funding options (an employee head tax, an addition to the sales tax, and addition to property taxes, and a road toll) were presented. Respondents were asked to indicate their support or opposition for these alternatives. As might be expected, none of the alternatives received overwhelming support. The choice that received the most support was an employee head tax, favored by almost two-thirds (64%) of respondents. About 55% of residents favored an addition to the city sales tax, 52% favored an addition to property taxes, and 31% favored a road toll.

- Residents were also asked whether they had other suggestions for ways to obtain additional transportation funding. More than two-thirds of all respondents (68%) offered such suggestions. The option most frequently mentioned, by 14% of those who made suggestions, was taxing gasoline and/or large vehicles like SUVs.

2001 Annual Transportation Survey of Residents

Background

In the fall of 1997, the City of Boulder's Transportation Division commissioned a survey about citizen's perceptions and opinions about transportation in the City, as a follow-up to the adoption of the 1996 Transportation Master Plan Update. In order to track trends in residents' general satisfaction, perceptions and behaviors related to transportation in Boulder, similar surveys have been conducted in each of the subsequent years: 1998, 1999, 2000 and 2001.

A set of questions has been replicated in each of the survey years. In addition, a section of each of the annual surveys has been devoted to more specific transportation topics. In 1997, this section was allotted to traffic signal timing. Follow-up questions to the photo radar and photo red light demonstration projects were asked in the 1998 survey. The 1999 survey contains a section regarding funding for transportation projects. The 2000 survey focused attention on bicycle and pedestrian issues, seeking to understand more about the public's use of bicycles for commuting and their knowledge of laws and practices related to bicycle and pedestrian travel. In advance of another update to the Transportation Master Plan, the 2001 survey contains a set of questions intended to solicit citizen opinions about the directions that the TMP should take in the future.

A random selection of Boulder area households was contacted by telephone to participate in this survey between November 14 and November 26, 2001. Four hundred interviews were completed. Results were statistically weighted so that the demographics of respondents more closely matched the demographics of the Boulder population. The margin of error around results is ±5%. (See Appendix III for a more complete description of the survey methodology. A copy of the survey instrument is included in Appendix IV.)

Report of Results

Perception of the Transportation "Challenges" Facing Boulder [1]

As an introduction to more specific transportation topics, two general questions about the challenges facing Boulder have been asked in each survey year to assess the prominence of transportation issues in the perceptions of Boulder's residents. Survey participants were asked what they thought was the most important challenge facing the City of Boulder. These responses were classified into categories as shown in Figure 1.

In the view of residents in all survey years, the two most important challenges facing Boulder have been "growth/over development" and "traffic/traffic congestion/transportation." This was true in 2001 as well, although the proportion of respondents who named growth as a challenge was smaller than in previous years (23% in 2001 compared to 34% in 2000). Traffic concerns were also somewhat less salient, in the last two years (23% of respondents in 2001 and 20% in 2000 compared to 40% in 1999). A larger proportion of residents than in previous years (19%) cited affordable housing as a challenge. Other challenges included the economy (named by 6% of respondents), "Crossroads/BURA" (5%) and problems with students/CU relations (4%).

[1] *Note that text in italics in the body of this report represent inferences by the report's authors made from the available data and other sources.*

Figure 1					
I would like to start this survey by asking you what you think is the most important challenge facing the City of Boulder?†	**Percent of Respondents***				
	2001 (N=400)	**2000** (N=432)	**1999** (N=402)	**1998** (N=400)	**1997** (N=402)
Growth/Over-development	23%	34%	28%	34%	33%
Traffic/Traffic Congestion/Transportation	23%	20%	40%	30%	31%
Affordable Housing	19%	17%	10%	7%	5%
Economy	6%	3%	5%	7%	1%
Crossroads/ BURA	5%	1%	1%	4%	15%
Problems with Students/CU	4%	2%	0%	0%	0%
Open Space	4%	1%	3%	3%	1%
Law Enforcement/Crime/Violent Crime	3%	2%	6%	4%	2%
City Council	2%	1%	1%	1%	6%
Traffic Signal Timing	1%	3%	2%	1%	2%
City Budget	1%	1%	<1%	1%	4%
Balancing Growth with Other Concerns	1%	3%	3%	4%	4%
Environmental Concerns	<1%	0%	0%	1%	0%
Education	<1%	3%	3%	5%	2%
Parking	0%	9%	0%	2%	2%
Lack of Diversity	0%	0%	0%	0%	1%
Unsolved Criminal Cases (Ramsey Case)	0%	0%	0%	1%	1%
Other	4%	3%	3%	5%	15%
Don't Know	10%	9%	11%	9%	7%

†This question was "open-ended," that is, respondents were asked the question, but no list of responses from which they could choose was given to them. They responded with whatever came to their mind.
* The percentages add to more than 100% because respondents were allowed to give more than one answer to this question.

After answering this first question, respondents were informed that the remainder of the survey would focus on transportation issues in Boulder. They were then asked what they thought should be done to improve transportation in Boulder (also as an "open-ended" question).[2]

As in previous years, improvement of bus and transit service was the most frequently mentioned improvement, however, the proportion of residents who cited this improvement dropped from over 40% in previous years to 26% in 2001 (see Figure 2 below). The next most frequently mentioned area of transportation improvement was: "Improve/increase bike paths/lanes/improve ease of getting around town by bike." The proportion of respondents making these suggestions rose to 15% in 2001 compared to 7% to 9% in previous years. About 10% of residents suggested improving the "ease of getting around town by car" and 5% suggested improving the ease of getting around by walking or pedestrian safety improvements in 2001 (up from 1% to 2% in previous years). In 2001, 20% of respondents said they had no suggestions for improvement or that transportation was "fine" in Boulder.

[2] Note: Most responses were classified into preset categories by the telephone interviewers. See survey instrument in Appendix IV for a list of these categories. Appendix II, Table II.1 contains the verbatim "other" responses.

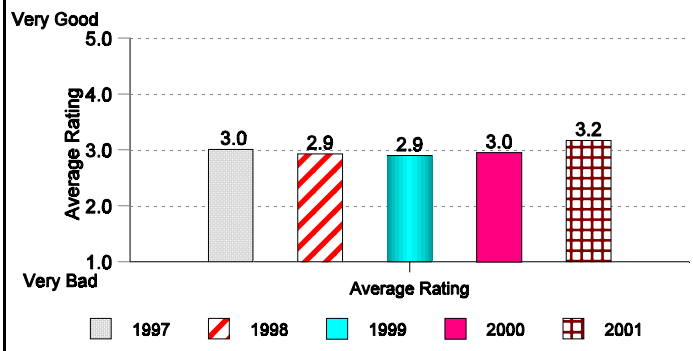
Figure 2					
What, if anything, do you think should be done to improve transportation in Boulder?†	**Percent of Respondents***				
	2001 (N=400)	**2000** (N=432)	**1999** (N=402)	**1998** (N=400)	**1997** (N=402)
Improve bus/transit service/light rail/improve ease of getting around town by bus	26%	30%	43%	43%	41%
Improve/increase bike paths/lanes/improve ease of getting around town by bike	15%	9%	9%	8%	7%
Improve ease of getting around town by car	10%	8%	12%	8%	8%
Reduce traffic congestion	8%	5%	7%	11%	9%
Improve traffic signal timing	6%	8%	9%	9%	9%
Improve ease of getting around town by walking/improve pedestrian safety	5%	1%	1%	2%	2%
Improve street maintenance/snow removal	3%	3%	4%	5%	3%
Get rid of speed bumps, traffic circles, other traffic obstructions, etc.	1%	3%	3%	1%	2%
Additional parking downtown	2%	4%	3%	4%	8%
Light rail, subway**	3%	4%	0%	0%	0%
Reducing single occupancy vehicle travel	2%	3%	2%	2%	4%
Additional parking in places other than downtown	2%	2%	<1%	2%	4%
Add incentives to use transit (free/cheaper passes)	1%	2%	0%	0%	0%
Add disincentives to driving (taxes on gas, autos)	2%	%	0%	0%	0%
Reduce aggressive driving/"road rage"	1%	1%	1%	2%	2%
Improve neighborhood traffic safety	0%	1%	0%	0%	0%
Get rid of photo radar	<1%	1%	0%	0%	0%
Improve information about alternate modes	3%	0%	0%	0%	0%
Nothing, can't think of any or transportation is fine	20%	28%	21%	16%	15%
Other***	8%	9%	11%	22%	20%

†This question was "open-ended," that is, respondents were asked the question, but no list of responses from which they could choose was given to them. They responded with whatever came to their mind.
* The percents add to more than 100% because respondents were allowed to give more than one answer to this question.
** "Light rail" may have been mentioned in previous years, however, if the response constituted 1% or less of responses, it may have been collapsed into the "other" category.
***See Appendix II, Table II.1 for verbatim "other" responses.

Experience of Getting Around Boulder

A question asking residents to rate their experience in getting around Boulder has been asked in all survey years. Average ratings have been in the "neither good nor bad" range over the 1997-2001 period, although 2001 shows a slightly higher average rating than previous years. Although not statistically significantly different, the proportion of respondents who rated their experience as "good" or "very good" was 41% in 2001 compared to 35% in 2000 (see Appendix I, Table I.2a).

Figure 3



As in 2000, in this survey year residents who reported making a significant proportion of their trips by alternate modes were more likely to rate their experience of getting around Boulder more positively than those who made most of their trips by driving alone; those who prefer to drive alone were more likely than others to rate getting around Boulder as bad or very bad. Also, those who had education levels below a bachelor's degree, respondents who lived within the city limits, renters and Eco Pass holders gave higher ratings of their experience getting around Boulder (see Appendix I, Table I.2b).[3]

Planning for Transportation in Boulder

A continuing feature of the Annual Transportation Survey has also been a series of statements about transportation and traffic in Boulder. Survey participants, since 1997, have been asked whether they agreed or disagreed with the statements. This series has inquired about policy directions the City could take in transportation issues, respondents' perceptions of the City's handling of transportation tax money and the causes of traffic congestion. Responses to these statements are shown in Figures 4 through 15 on the following pages.[4]

Preferred Approach to Transportation Planning

Participants in the 1996 Transportation Master Plan Update survey were asked which approach the city should emphasize to reduce traffic congestion: reducing drive alone trips or increasing road capacity. In that survey, about two-thirds of respondents thought the City should reduce drive alone trips, while about 15% thought the City should increase road capacity, and another 15% thought the City should do both. The results from the three implementations of the Annual Transportation Survey of Residents continue to provide support for an approach favoring reduction of single-occupancy vehicle travel with an emphasis on alternative modes.

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[3] Appendix I contains breakdowns of responses to this and other questions by demographic subgroups.

[4] Where appropriate, comparisons are made among responses in the 1997 to 2001 surveys with responses to a survey conducted in March of 1996 to gather citizen input for the Transportation Master Plan Update. As the response scales used on the earliest survey were different from those used on some questions in the later surveys, responses were converted to a 100-point scale, where "0" equals strong opposition or disagreement and 100 equals strong agreement or support, to allow easier comparisons between results from these surveys. This scale is called a "PTM rating," for "percent-to-maximum." The response scale on the Transportation Master Plan Update (TMP) survey was: "strongly support", "somewhat support", "neither support nor oppose", "somewhat oppose", and "strongly oppose". The response scale on the Annual Transportation Survey was "strongly agree", "somewhat agree", "somewhat disagree", and "strongly disagree".

As Figure 4 reveals, responses for most questions have been consistent over the four years. In 2001 over half of respondents (54%) "strongly agreed" that the City should concentrate on providing more alternatives to the automobile as the solution to relieving current and future traffic congestion and 30% "somewhat agreed" with this statement. About 70% of respondents agreed that the City of Boulder should give a higher priority to funding transportation improvements to serve modes other than the automobile, although less than half of respondents "strongly agreed" with this statement. This survey year, 44% of residents agreed with the statement that the City should widen or build new roads (compared to 40% of respondents who agreed with this statement in 2000). The average rating for this statement was significantly higher in 1998 than other survey years[5]. Finally, as in previous years, there was very little agreement with the statement that the city government should not attempt to relieve traffic congestion. Only about one-quarter of respondents agreed with this statement. *Residents' ratings of these statements indicate that they continue to support the current Transportation Master Plan which places importance on encouraging the use of alternate modes over vehicle travel in order to reduce traffic congestion.*

Figure 4

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (2001)					Mean Rating				
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	2001	2000	1999	1998	1997
The City of Boulder should concentrate on providing more alternatives to the automobile in order to relieve current and future traffic congestion. (N=411)	54%	30%	10%	6%	100%	3.3	3.3	3.3	3.4	3.3
The City of Boulder should give a higher priority to funding transportation improvements which serve pedestrians, bicyclists and bus riders than to transportation improvements to serve automobiles. (N=392)	44%	28%	17%	12%	100%	3.0	3.0	3.0	3.0	2.9
The City of Boulder should widen existing roads in town and in neighborhoods and build new roads in order to relieve current and future traffic congestion. (N=389)	18%	26%	25%	31%	100%	2.3	2.2	2.3	2.5	2.3
The City of Boulder should not attempt to relieve traffic congestion but let traffic reflect current conditions. (N=402)	7%	16%	28%	49%	100%	1.8	1.8	1.9	1.8	1.9

Responses to these statements differed by respondents' "readiness to change" to alternative modes[6]. Those who reported they preferred to make most of their trips by driving alone were more likely to favor widening roads, and were less likely to agree that the City should concentrate on providing alternatives to the automobile. As might be expected, residents who already make a significant proportion of their trips by alternate modes were more likely to agree that the City should concentrate on providing more alternatives to the automobile and that the City should give a higher priority to funding transportation improvements which serve pedestrians, bicyclists and bus riders (see Appendix I, Table I.3d).

[5] In Figures 4 through 15, grey shading of the mean ratings indicates statistically significant differences between survey years (using a chi-square test of significance). More information on statistical tests used in this report is included in the "Data Analysis"discussion in the Methodology, Appendix IV.

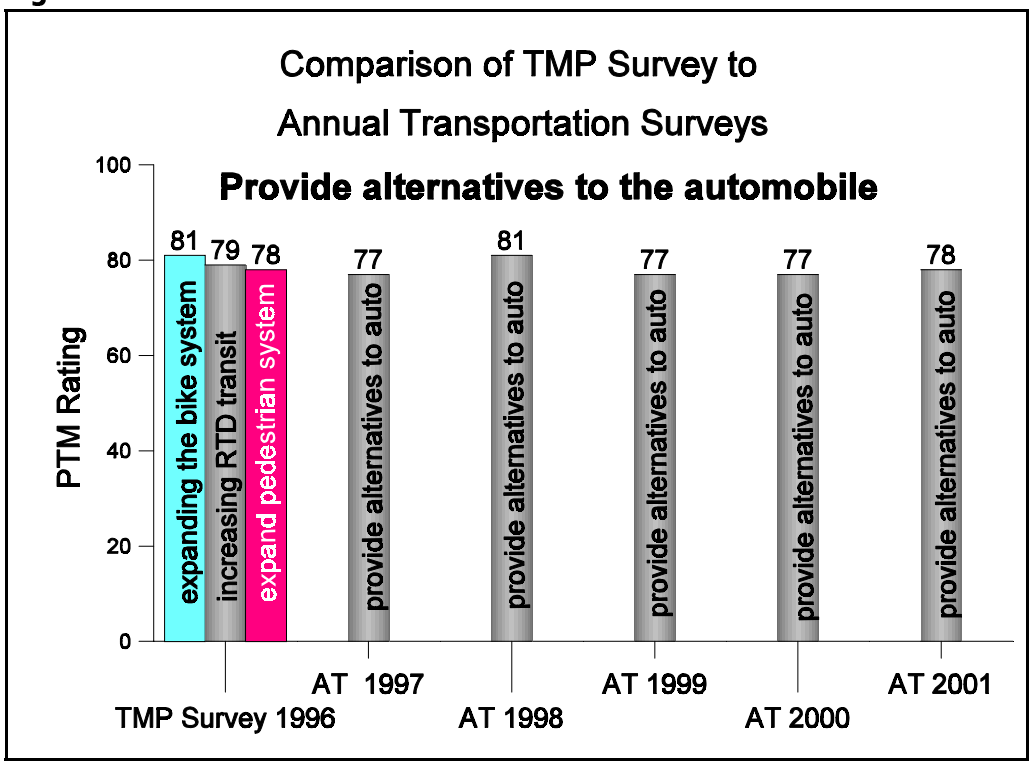
[6] A discussion of the rationale for the "readiness to change" or travel behavior question is contained in the Methodology section, Appendix IV.

In response to the statement that the city government should concentrate on providing more alternatives to the automobile (the first statement in Figure 4 above), statistically significant differences were found for almost all of the demographic variables selected. The indications are that females, people between ages 18 and 34, respondents with more than a bachelor's degree, renters living in attached units, those who have lived in Boulder for less than 5 years, those who work outside the city, and college students were more likely to agree that the city should concentrate on providing more alternatives to driving (see Appendix I, Table I.3a to Table I.3c).

Figures 5 and 6 compare key questions from the 1996 Transportation Master Plan Update survey (TMP Survey) with related questions posed on each of the Annual Transportation surveys (AT Survey) in 1997 through 2001 using the "PTM" scale.

Ratings indicating support for expanding alternate modes or "providing more alternatives to the automobile" as the solution relieve current and future traffic congestion,[7] have remained consistently strong over the last five year period (as shown in Figure 5). Approval ratings have remained above 75, indicating residents' agreement that the emphasis on alternate mode use is the right direction for the City of Boulder to take. (See Appendix V, the methodology section, for an explanation of PTM ratings.)

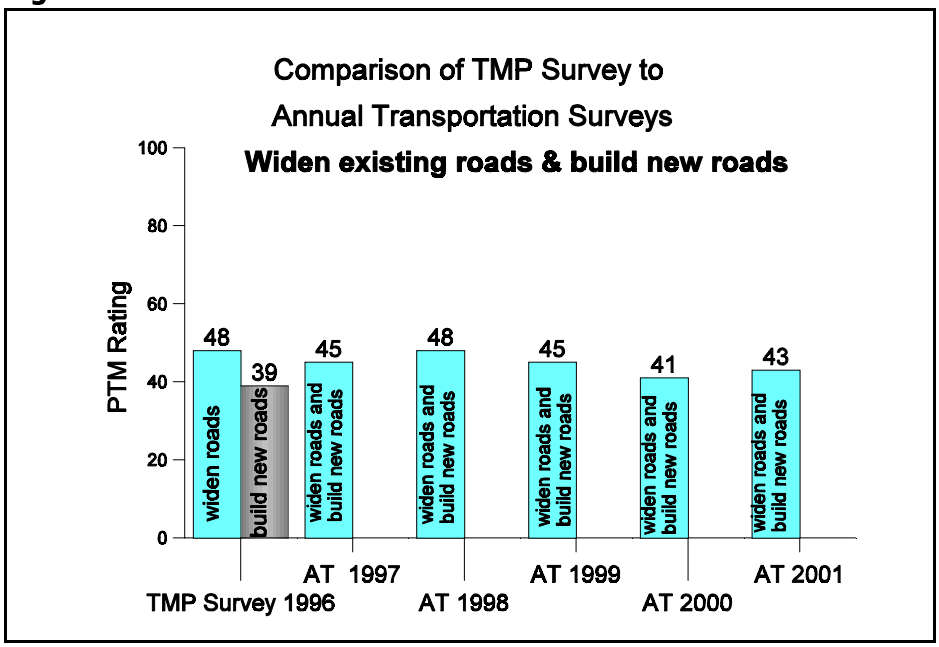
Figure 5



[7] The question on the 1996 TMP survey was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: 'increasing transit through RTD,' 'expanding the bike system within Boulder,' and 'expanding the pedestrian system.' The question on the Annual Transportation Survey of Residents was:"Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: The City of Boulder should concentrate on providing more alternatives to the automobile in order to relieve current and future traffic congestion."

Figure 6 shows that ratings of support for widening roads or building new roads have remained consistently under 50 on the PTM scale (100 would be most positive, 0 most negative) beginning with the TMP survey in 1996 and continuing through to the current AT survey in 2001.[8]

Figure 6



8 The question in the 1996 TMP survey was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: 'increasing road capacity by widening roads.' and 'building more roads.' In the Annual Transportation surveys the wording was: "Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: The City of Boulder should widen existing roads in town and in neighborhoods and build new roads in order to relieve current and future traffic congestion."

Downtown Parking

Although Boulder residents support having the City continue to pursue more alternatives to automobile use, downtown parking availability for employees and shoppers remains important. In the current survey year, almost 75% of residents "strongly" or "somewhat" agreed that the City should provide more parking in the downtown (see Figure 7). However, agreement on the need for downtown parking is greater in 2001 than in the previous two years.[9]

Figure 7

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (2001)					Mean Rating				
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	2001	2000	1999	1998	1997
The City of Boulder should provide more parking spaces for employees and shoppers in the downtown area. (N=381)	45%	29%	17%	9%	100%	3.1	3.0	3.0	3.2	3.2

In fall of 1999, two parking garages opened in the downtown area, adding a total of more than 800 parking spaces to the available parking. The public garage, on the corner of 15th and Pearl Streets, has about 538 spaces and the private garage on 15th and Spruce Street has about 300 spaces. *It appears that the need for additional parking was seen as less severe in 1999 and 2000, but that in 2001 the effect of the additional garage spaces did not decrease respondents' agreement on the need for additional parking in the downtown.*

As might be expected, agreement with the need for more downtown parking differed significantly by respondents' answers to the question about their travel behavior. About 86% of those who said they made a significant proportion of their trips by driving alone somewhat or strongly agreed the City should provide more downtown parking, compared to 75% of those who would like to use other modes, and 48% of those who already make a significant portion of their trips by non-vehicular modes (see Appendix I, Table I.3d). In addition, those with less than a bachelor's degree, CU students, and respondents with more than one car per household were more likely to agree with the need for more parking in the downtown (see Appendix I, Table I.3a to Table I.3c).

[9] Differences between survey years were found to be statistically significant, indicated by the grey shading.

Transit Service

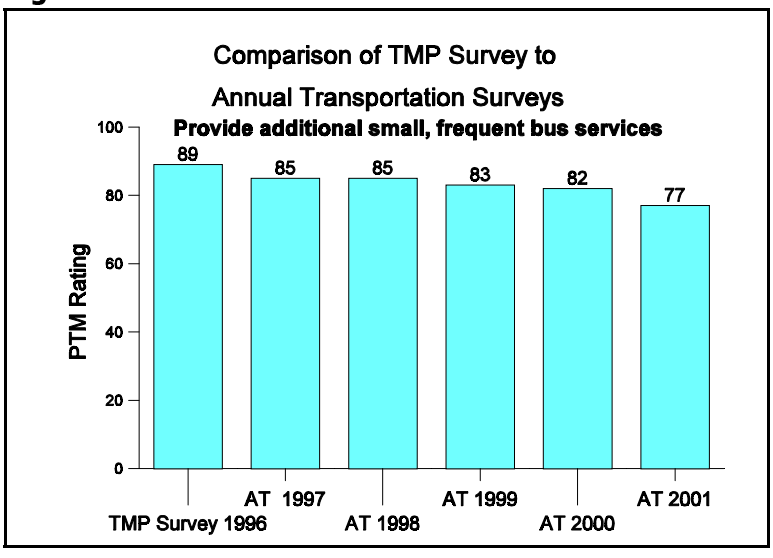
In all years that the Annual Transportation Survey has been conducted, the statement in this series of questions which has received the greatest support was for the provision of additional frequent, small bus service. In 2001, 82% of residents either "strongly" or "somewhat" agreed on the need for more small bus service (see Figure 8), down from 90% who felt the same way in 2000. The mean rating for this statement is statistically significantly lower in 2001 than in previous years. *This may not be surprising in view of the introduction of the JUMP, LEAP and BOUND buses in the past year, resulting in a somewhat smaller proportion of respondents who feel that more such frequent, small buses are needed.*

Figure 8

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (2001)					Mean Rating				
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	2001	2000	1999	1998	1997
The City of Boulder should provide additional frequent, small bus service like the HOP, SKIP, (JUMP, LEAP, BOUND). (N=374)	55%	27%	13%	5%	100%	3.3	3.5	3.5	3.6	3.6

Responses to this statement differed by respondents' "readiness to change" to alternative modes, although these differences were not statistically significant. As might be expected, those who already make many of their trips by alternate modes were more likely to want more frequent, small buses and those who prefer to drive alone were least likely to feel the same way. Demographically, there were statistically significant differences between residents in the youngest age group (18 to 34 years old) who were more likely to agree that the City should provide additional frequent, small bus service than those in older age groups. Also, females were significantly more likely than males to agree with this statement as were people with education above a bachelor's degree and respondents whose household had more than one vehicle (see Appendix I, Table I.3a to Table I.3c).

Figure 9



Boulder citizens have consistently endorsed the idea of frequent, small bus service. Support ratings from the Transportation Master Plan Update survey were similar to ratings from the Annual Transportation Surveys (see Figure 9).[10] As noted above, the desire for additional small, frequent bus service has declined over the years as new bus services have been introduced.

[10] The question wording in the 1996 TMP survey was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: increasing small shuttle transit service like the HOP." In the Annual Transportation surveys the wording was:"Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: The City of Boulder should provide additional frequent, small bus service like the HOP and SKIP." In 2001, the wording was changed to add the "JUMP, LEAP and BOUND."

In-Commuting, Tourism and Traffic Congestion

Two statements in this series of survey questions dealt with residents' perception of the cause of Boulder's traffic congestion. When asked whether most of Boulder's traffic problems are caused by commuters and tourists rather than residents, respondents in 2001 were about equally divided between agreement and disagreement (see Figure 10). This opinion has remained about the same since 1997 (mean ratings 2.6 to 2.7). Respondents who were not employed were statistically significantly more likely than employed residents to agree with this statement (see Appendix I, Table I.3a to Table I.3c).

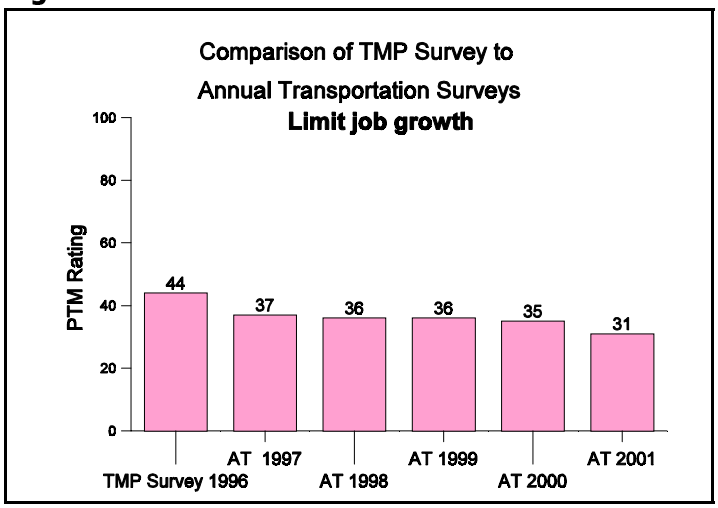
Survey participants were also asked if they thought the City of Boulder should limit job growth in order to relieve current and future traffic congestion. This idea has received little support over the years. In 2001, 24% of residents agreed with this statement, consistent with previous survey years (shown in Figure 10).

Figure 10

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (2001)					Mean Rating				
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	2001	2000	1999	1998	1997
Most of the traffic problems in Boulder are not caused by residents, but by people commuting into the City and tourists. (N=337)	21%	36%	30%	13%	100%	2.7	2.6	2.7	2.7	2.6
The City of Boulder should limit job growth in the City in order to relieve current and future traffic congestion. (N=385)	6%	18%	37%	39%	100%	1.9	2.0	2.1	2.1	2.1

Support ratings for the concept of limiting job growth have been on the decline since the original question was posed in the Transportation Master Plan Update survey in 1996, shown in Figure 11.[11] Differences in the average ratings between Annual Transportation Survey years were not statistically significant however.

Figure 11



[11] The question wording in the 1996 TMP survey was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: managing the rate of job growth." In the Annual Transportation surveys the wording was: "Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: The City of Boulder should limit job growth in the City in order to relieve current and future traffic congestion."

Funding Transportation

The City has been emphasizing alternative modes to the automobile as a way to reduce traffic congestion. Other concepts also have been considered, such as applying marketplace economics to funding transportation projects, especially improvements which serve automobiles. Respondents were asked how they felt about two such proposals: (a) that people who drive more should pay more of the cost of maintaining roads and (b) that new development should pay more for transportation than existing residents. Responses to both these statements were almost equally divided (see Figure 12). Agreement with the statement that new development should pay more for transportation improvements was significantly higher in 1998 than in other survey years.

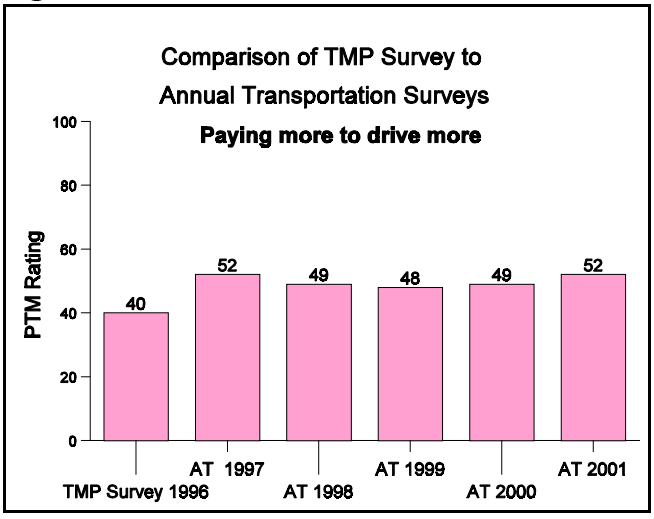
Figure 12

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (2001)					Mean Rating				
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	2001	2000	1999	1998	1997
People who drive more should pay more of the costs of maintaining the roads in Boulder. (N=382)	27%	26%	23%	24%	100%	2.6	2.5	2.5	2.5	2.6
New development should pay more than existing residents for transportation improvements. (N=374)	23%	28%	33%	16%	100%	2.6	2.6	2.6	2.8	2.6

In 2001, very few statistically significant differences were found when these two statements were analyzed in relation to the demographic variables selected. Statistically significant differences included: respondents between the ages of 35 and 54 were somewhat more likely that younger or older residents to agree that people who drive more should pay more of the road maintenance costs; and property owners and people who were not employed were more likely than renters and people who work to agree that "new development should pay more than existing residents for transportation improvements."

On the TMP survey of 1996, when respondents were asked their support for generally increasing the cost of driving, there was more opposition than support for this idea. On the Annual Transportation Survey in all years, respondents were asked whether those who drive more should pay more for the cost of maintaining the roads.[12] While about half of ATS respondents favored it, support for this idea was somewhat greater than for just increasing the cost of driving in general.

Figure 13



[12] The question wording in the 1996 TMP survey was: "There are a number of strategies which could help reduce future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, or strongly oppose: increasing the cost of driving." In the Annual Transportation surveys the wording was:"Tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the statement: People who drive more should pay more of the costs of maintaining the roads in Boulder."

Use of Transportation Monies

Survey participants in each of the four Annual Transportation surveys were asked how wisely transportation money is being spent by the City. As in previous years, a larger proportion of respondents (69%) agreed than disagreed (31%) with the statement that transportation monies were well spent. In 2001, a significantly larger proportion of respondents than in previous years felt this way. It should be noted that about one-third of those who were asked this question, in all survey years, responded by saying "don't know," however that proportion has been decreasing from 37% in 1997 to 32% in 2001.

Figure 14

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (2001)					Mean Rating				
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total	2001	2000	1999	1998	1997
The City of Boulder is spending taxpayer's transportation money wisely. (N=274)	16%	53%	19%	12%	100%	2.7	2.6	2.5	2.5	2.5

Respondents who lived within the city limits of Boulder and those with one or fewer cars per household were statistically significantly more likely to agree with this statement and those who lived outside the city limits or had more than one vehicle per household (see Appendix I, Table I.3a to Table I.3c).

Following this series of questions on the Annual Transportation Survey, participants were also asked whether they had any suggestions about what the City should do to address transportation in Boulder. More than 40% of respondents offered such suggestions. A detailed list of these comments is included in Appendix II, Table II.2. The broad categories into which the comments were grouped (see Figure 15) shows that the largest proportion of comments (26%) were related to suggestions for various types of road improvements and general support for vehicle use.

Figure 15

Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder?	Percent of Respondents who gave suggestions*
Road improvements/Auto related	26%
Bus related	16%
Bicycle related	16%
Light rail	9%
Parking related	6%
Pedestrian related	6%
Growth/Land use related	5%
Increase or encourage alternate modes	5%
Increase enforcement	4%
Reduce in-commuting/live where work	3%
Reduce student driving	2%
Other	17%

*Percentages may add to more than 100% because respondents' comments may have included more than one category.

Ratings of Boulder's Existing Transportation System

Another set of questions on the Annual Transportation Survey in all survey years asked participants to rate various aspects of the existing transportation system in Boulder. The three features which have attained the best assessment (over 60% of residents rating "good" or "very good") in all survey years are: (a) bike paths and lanes (75% rated "good" or "very good" in 2001); (b) local transit (62% good ratings in 2001); and (c) sidewalks (68% good ratings in 2001). For the first time in this survey year, respondents were asked to rate the Community Transit Network buses (HOP, SKIP, JUMP, LEAP & BOUND) separately from "Local RTD buses (the numbered routes)." The CTN buses received the highest rating among all transportation system options: 78% "good" or "very good" ratings.

Three transportation system features which have consistently received less than 50% "good" or "very good" ratings nevertheless showed statistically significant improvements in satisfaction over the survey period (see Figure 16). These were: (a) neighborhood traffic mitigation; (b) traffic signal timing; and (c) parking in the downtown. Traffic congestion continues to receive the lowest satisfaction ratings with average ratings in the "bad" category. In 2001, two-thirds of respondents gave "bad" or "very bad" ratings to this aspect of transportation in Boulder and only 8% rated traffic congestion as "good" or "very good."

Figure 16

Next, I would like you to rate the following aspects of the transportation system in Boulder. Please rate each on a scale of 1 to 5, with one being "very bad" and 5 being "very good".	**Percent of Respondents (2001)**						**Mean Rating***				
	very bad (1)	**bad (2)**	**neither good/ bad (3)**	**good (4)**	**very good (5)**	**Total**	**2001**	**2000**	**1999**	**1998**	**1997**
HOP, SKIP, JUMP, LEAP & BOUND buses (N=363)	2%	3%	17%	37%	41%	100%	4.1	N/A	N/A	N/A	N/A
Bike paths and lanes (N=389)	1%	8%	16%	38%	37%	100%	4.0	4.1	3.9	3.9	3.9
Sidewalks (N=396)	2%	7%	23%	46%	22%	100%	3.8	3.7	3.7	3.7	3.6
Local transit (RTD buses) (N=345)	2%	8%	28%	40%	22%	100%	3.7	3.8	3.7	3.8	3.7
Condition of the streets (N=398)	5%	10%	36%	38%	11%	100%	3.4	3.5	3.3	3.2	3.3
Parking in places other than downtown (N=385)	5%	13%	29%	40%	13%	100%	3.4	3.3	3.4	3.3	3.4
Neighborhood traffic safety (N=388)	6%	13%	32%	39%	10%	100%	3.3	3.5	3.4	3.2	3.2
Neighborhood traffic mitigation efforts (N=390)	15%	13%	34%	26%	12%	100%	3.1	3.0	2.7	2.8	2.7
Traffic signal timing (N=394)	13%	23%	32%	27%	5%	100%	2.9	2.9	2.6	2.8	2.7
Parking downtown (N=389)	25%	32%	25%	15%	3%	100%	2.4	2.4	2.2	2.1	2.1
Traffic congestion (N=396)	24%	43%	25%	6%	2%	100%	2.2	2.2	2.1	2.1	2.2

*Grey shading indicates statistically significant differences between years.

Residents who make a significant proportion of their trips by alternate modes gave CTN buses, neighborhood traffic mitigation, and traffic signal timing statistically significantly higher satisfaction ratings than those who prefer making their trip by driving alone. A complete listing of ratings on the transportation features by various demographic characteristics can be found in Appendix I, Tables I.4a to I.4d.

Bus Use and Possession of Passes

Since 1998, several questions on the Annual Transportation Surveys have asked about residents' use of the bus system and whether they have various types of bus passes.

Frequency of Bus Use

In 2001, there was a statistically significant increase in bus use both for the work commute and for other types of trips compared to previous years.[13] In 1998 through 2000, over 60% of respondents said they used RTD less than once a month for commuting; in 2001, this proportion dropped to 47%. The proportion of residents who said they used transit for the work commute once a week or more rose from 19%-21% in 1998 through 2000 to 30% in 2001. *This apparent increase may be due in part to the change in wording in 2001 which is more inclusive of all types of buses (see footnote #12)*, although there are other indications that actual use has increased, particularly on the HOP, SKIP, JUMP, LEAP and BOUND.[14]

The proportion of residents who used public transit once a month or more for other types of trips, such as shopping or personal errands, also increased to 42% in 2001, from about one-third in previous years.

Figure 17

About how often, if ever, do you use (public transit)an RTD bus for:	your work commute?*				other types of trips, such as shopping or personal errands?*			
	Percent of Respondents							
	2001 (N=396)	**2000** (N=418)	**1999** (N=394)	**1998** (N=392)	**2001** (N=393)	**2000** (N=423)	**1999** (N=394)	**1998** (N=392)
Less than once a month	47%	63%	62%	65%	58%	66%	66%	65%
One to 3 times a month	10%	6%	7%	4%	21%	21%	15%	12%
Once a week or more	30%	19%	20%	21%	21%	13%	19%	23%
Don't work/Retired	13%	11%	11%	10%	n/a	n/a	n/a	n/a
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%

*Differences between years were statistically significant.

Use of transit for the work commute in 2001 was statistically significantly more frequent among females, those between the ages of 18 and 34, in-city residents, renters, students, those who work in Boulder and those whose households had one car or less. Respondents who said they "frequently use alternate modes" were also more frequent users of public transit (see Appendix I, Table I.5a to Table I.5d).

[13] In 1998 through 2000, the question asked was: "About how often, if ever, do you use an RTD bus for your work commute?" In 2001, in recognition of the new CTN routes, the phrase was changed to read: "About how often, if ever, do you use public transit for your work commute?" The question about bus use for shopping or personal errands was similarly changed.

[14] Results from the 2001 Boulder Valley Employee Survey (BVES) show that, among Boulder residents, transit mode share increased from 5% in 1999 to 9% in 2001 (commuting on the day of the survey). When asked which type of bus they rode most often, 61% of Boulder residents in the BVES who rode a bus at all traveled on the HOP, SKIP, JUMP, LEAP or BOUND.

Possession of Eco Pass or other Discount Bus Pass

In the last four survey years, respondents were asked whether or not they had a bus pass and those who had passes were asked the type of pass they had. As Figure 18 demonstrates, 56% of 2001 respondents said they had no pass compared to 61% in 1998 (Note that differences between those who had passes and those who did not across years were *not* statistically significant). The type of pass most often mentioned by those who had a bus pass was the Buff One CU Student pass (24% of passholders in 2001). About 8% of respondents in 2001 said they had a business-sponsored Eco Pass.

Figure 18

Possession of Eco Pass and Type of Pass	Percent of Respondents			
	2001	2000	1999	1998
No pass	56%	58%	62%	61%
Business/Employee Eco Pass	8%	11%	12%	7%
Neighborhood Pass	3%	2%	3%	2%
CU Student Pass	24%	20%	15%	20%
CU Faculty/Staff Pass	4%	5%	4%	4%
All other passes	5%	4%	4%	6%
TOTAL	100%	100%	26%	32%

Differences between those who had passes and those who did not were *not* statistically significant between years.

There were statistically significant difference between passholders and non-passholders on almost all demographic characteristics measured.[15] However, these differences were heavily influenced by the large proportion of students represented among the passholders (more than half of passholders said they had a CU student pass). When students were removed from the population of respondents, it was found that those with education above a bachelor's degree, those who work in Boulder and those who already make most of their trips by alternate modes were more likely to have an Eco Pass than those with less education, residents who work outside Boulder and those who prefer to make their trips by driving alone (see Appendix I, Table I.6a and Table I.6b).

[15] Significant differences were found by gender, age, education, residency within the city limits, attached vs. detached housing, length of residency in Boulder, student status, where respondents work, and number of cars in the household.

Since 1998, respondents have also been asked whether other members of their household have Eco Passes, how many have such passes and the types of passes they have. There was a statistically significant increase in the proportion of respondents who said other household members had bus passes in 2001 compared to previous years (see Figure 19). The number of passes held by respondents' households that had passes is also shown in the figure below.

Figure 19

How many, if any, other people in your household have Eco Passes or CU bus passes?	Percent of Respondents			
	2001 (N=399)	**2000** (N=431)	**1999** (N=400)	**1998** (N=400)
None or no response	*65%*	*70%*	*73%*	*72%*
One	*19%*	*20%*	*18%*	*17%*
Two	*10%*	*6%*	*7%*	*7%*
Three	*3%*	*3%*	*1%*	*2%*
Four	*3%*	*1%*	*2%*	*2%*
Five	*0%*	*1%*	*0%*	*1%*
TOTAL	*100%*	*100%*	*100%*	*100%*

When respondents in 2001 were asked what type of pass their household members had, the pass most often mentioned was the Buff One CU Student pass (see Figure 20). About 17% of respondents said their household members had a business-sponsored Eco Pass and 12% said their household members had a neighborhood Eco Pass.

Figure 20

Possession of Eco Pass and Type of Pass by Other Household Members	Percent of Respondents* (2001)
Business/Employee Eco Pass	17%
Neighborhood Pass	12%
CU Student Pass	58%
CU Faculty/Staff Pass	9%
All other passes or don't know	14%

Total add to more than 100% because respondents could name more than one type of pass depending on the number of other household members with passes

Possible Increase in Bus Use with Eco Pass

Residents who did not have an Eco Pass (about 56% of respondents in 2001) were asked whether their use of RTD buses would increase if an Eco Pass were available to them for either their work commute or for other types of trips. In 2001, a significantly larger proportion of non-Eco Pass holders than in previous years said they would be "much more likely" or "somewhat more likely" to ride a bus for their work commute if they had an Eco Pass (see Figure 21). Thirty percent of these respondents said they would be "much more likely" to ride a bus for their work commute in 2001 compared to 21% who gave the same response in 1998.

A somewhat higher proportion of non-passholders said they would also be "much more likely" to ride a bus for other types of trips (28%) in 2001 compared to 23% who gave the same response in 1998 (though these differences did not reach statistical significance at $\leq$.05%).

Figure 21

If an Eco Pass was available to you through work, school or your neighborhood, how likely would you be to ride RTD buses more than you do now for:	your work commute?				other types of trips, such as shopping or personal errands?			
	Percent of Respondents							
	2001 (N=186)	2000 (N=217)	1999 (N=216)	1998 (N=216)	2001 (N=232)	2000 (N=255)	1999 (N=261)	1998 (N=244)
Much more likely	30%	27%	23%	21%	28%	21%	20%	23%
Somewhat more likely	37%	26%	23%	24%	35%	34%	33%	29%
Not very likely	33%	47%	54%	55%	37%	45%	47%	48%
TOTAL	100%	100%	100%	100%	100%	100%	100%	100%

Among respondents without Eco Passes, some demographic differences were also found between those who said they would be more likely to use buses for their work commute if they had an Eco Pass compared to those who said it would be unlikely that they would use the bus. (Tables showing the characteristics of significant difference are in shown in Appendix I, Table I.6a.)

- Respondents between the ages of 18 and 34 were more likely than were older respondents to say that they would be "much more likely" to ride the bus for the work commute if an Eco Pass were available (39% compared to 20% of those between 35 and 54 and 26% of those over 55 years of age.

- Residents without Eco Passes who lived in detached housing were less inclined than those living in attached units to say they would use transit for their work commute if an Eco Pass were provided to them. About 42% of residents in detached housing said it was "not very likely" that they would use transit for their work commute compared to 20% of non-pass holders living in attached housing.

- Respondents without Eco Passes who have lived in Boulder for five years or more were also less enthusiastic about using transit for their work commute if an Eco Pass were provided than were newer residents. Forty percent of longer term residents said it was "not very likely" that they would use transit for their work commute compared to 16% of non-pass holders who have lived in Boulder less than five years.

- A larger proportion of respondents who said they would like to use alternate modes for more of their trips said they would be "much more likely" to use transit if an Eco Pass were provided to them than was true of those who prefer to drive alone (see Table I.6b in Appendix I).

"Readiness to Change" to Alternative Mode Use

Since 1997, the Annual Transportation Survey has included a question about people's behavior and attitude towards alternative modes versus driving alone. This question originally was conceived as an experimental effort to gauge the population's position on a "readiness to change" scale. Respondents were asked which of three statements came closest to describing how they felt about traveling in and around Boulder. The statements were intended to correspond to three stages on the readiness to change scale:
(a) preferring to drive alone and being unlikely to change corresponds to what is called the "precontemplation" stage; (b) making most trips by driving but expressing a desire to use other modes represents the "preparation" stage and (c) making most trips by alternate modes corresponds to the "action" stage.[16]

In 2001, 23% of respondents said they prefer to make most of their trips by driving alone, and were unlikely to change how they travel. Forty-six percent of respondents said that while they currently make most of their trips by driving alone, they would like to use other modes for at least some of their trips.

In terms of change over time on the "readiness to change" scale, it appears that the proportion of respondents in each group remained stable for the three years from 1997 to 1999. In each of these years, about one-quarter of the population was in the "precontemplation" stage, unlikely to change their pattern of driving alone for most travel trips; about 35% of residents had reached the "action" stage, making a significant proportion of their trips by modes other than SOV, and about 40% were in the "contemplation" stage, still driving, but thinking they would like to use other modes more often (see Figure 22).

A significant shift occurred in 2000 and 2001 compared to the previous years, with a decrease in the proportion of those who already use alternate modes for most trips as well as a decrease in the proportion of residents who say they drive alone and are unlikely to change, along with increases among residents who drive alone but say they would like to use other modes.[17] *It may be worth observing that while most residents (77% in 2001) are still conscious that driving alone is not the most desirable travel mode, the (until recently) good economy, reasonable gasoline prices, or the need to travel further for the work commute may be contributing factors to the actual increase (from 64% in 1999 to 69% in 2001) in the proportion of residents who say they drive alone for most of their trips (both those who are unlikely to change and those say they would like to use other modes more often), as shown in Figure 22.*

Figure 22

Please tell me which of the following three statements comes closest to your feelings about traveling in and around Boulder.	**Percent of Respondents**				
	2001 (N=389)	**2000** (N=421)	**1999** (N=395)	**1998** (N=383)	**1997** (N=397)
I prefer making most of my trips by driving alone, and am unlikely to change how I travel.	23%	30%	26%	24%	24%
While I make most of my trips by driving alone, I would like to use other modes of transportation for some of the trips I make.	46%	40%	38%	42%	41%
I make a significant proportion of my trips by using modes other than driving alone.	31%	30%	36%	34%	35%
TOTAL	100%	100%	100%	100%	100%

[16] A discussion of the rationale for the "readiness to change" or travel behavior question is contained in the Methodology section, Appendix V.

[17] A comparison of this question for the years 1997, 1998 and 1999 showed no statistically significant differences; when responses to the question in 1999, 2001 and 2002 were compared the differences were statistically significant.

Responses in the 2001 Annual Transportation Survey to this "readiness to change" question were analyzed by demographic subgroups.[18] With the exception of gender, education and whether there were children in the household, all other demographic characteristics showed statistically significant differences (see Figures 23a, 23b and 23c). Interesting contrasts to note were:

- The 18-34 age group and CU students were the most likely to be making a significant proportion of their trips via alternative modes. Residents who were 55 years old or older were more likely to say they preferred to make most of their trips by driving alone (41% compared to 14% in the 18-34 year old group).

- Non-students were more likely than CU students to prefer SOV travel.

- Those who live within City limits were much more likely to report that they are already making a significant proportion of trips using alternate modes than those who lived outside City limits (34% compared to12%). Twice as many non-residents (43%) preferred making their trips by driving alone, compared to 20% of those living within the City limits.

- Those who rented their homes were more likely to already be making a significant proportion of trips by alternate modes (37%) than were those who owned their residence (23%).

- Those who have lived here less than 5 years were more likely to use alternate modes than those of longer residency, 37% compared to 26%.

- Respondents who were not employed were more likely than employed respondents to prefer making their trips by driving alone (43% vs. 18%).

- Respondents who work in Boulder were more likely than those who work in other places to make a significant portion of their trips by alternate modes (35% compared to 20%). Residents who work in cities other than Boulder were more likely to prefer driving alone (25%) than were those who work in Boulder (16%).

- Residents in households with more than one vehicle were more likely than those with one or fewer vehicles to prefer to make most of their trips by driving alone (45% of those with more than one vehicle compared to 19% of those with fewer household vehicles).

The "readiness to change" question was also analyzed by demographic characteristics of the population excluding CU students shown in Figures 24a, 24b, and 24c. Fewer demographic characteristics showed statistically significant differences, although those that did showed similar trends for the non-student population as for the population as a whole.

- Residents who were 55 years old or older were more likely to say they preferred to make most of their trips by driving alone.

- Those who live within City limits were much more likely to report that they are already making a significant proportion of trips using alternate modes than do those who lived outside City limits.

- Respondents who rented their homes were more likely to already be making a significant proportion of trips by alternate modes than were those who owned their residence.

- Respondents who were not employed were more likely than employed respondents to prefer making their trips by driving alone. (Note that, among non-students, more than half - 54% - of respondents who were not employed were over the age of 55, *possibly retired*.)

- Residents in households with more than one vehicle were more likely than those with one or fewer vehicles to prefer to make most of their trips by driving alone.

[18] Table I.1 in Appendix I shows the proportions of respondents in each of these demographic subgroups.

Note that shading is used to indicate statistically significant differences between subgroups in Figures 23a through 24c below.

Figure 23a - 'Readiness to Change' - How do you feel about travel? by Demographic Characteristics									
How do you feel about travel?	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
I prefer making most of my trips by driving alone	27%	19%	14%	28%	41%	18%	24%	20%	43%
I would like to use other modes for some of my trips	42%	50%	50%	49%	28%	45%	48%	47%	44%
A significant proportion of my trips are by alternate modes	31%	31%	35%	23%	31%	37%	27%	34%	12%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Figure 23b - 'Readiness to Change' - How do you feel about travel? by Demographic Characteristics								
How do you feel about travel?	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
I prefer making most of my trips by driving alone	20%	27%	28%	17%	17%	29%	16%	27%
I would like to use other modes for some of my trips	47%	46%	42%	51%	46%	48%	46%	47%
A significant proportion of my trips are by alternate modes	33%	28%	30%	32%	37%	23%	37%	26%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Figure 23c - 'Readiness to Change' - How do you feel about travel? by Demographic Characteristics								
How do you feel about travel?	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a CU student	employed	not employed	Boulder	other city	1 or less	more than 1
I prefer making most of my trips by driving alone	12%	26%	18%	43%	16%	25%	19%	45%
I would like to use other modes for some of my trips	45%	47%	50%	31%	49%	55%	47%	34%
A significant proportion of my trips are by alternate modes	43%	27%	32%	25%	35%	20%	34%	20%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Figure 24a - 'Readiness to Change' - How do you feel about travel? by Demographic Characteristics (Non-Students Only)									
How do you feel about travel? (Non-Students Only)	**Sex**		**Age**			**Education**		**Within City Limits**	
	male	**female**	**18-34**	**35-54**	**55+**	**less than bachelor's**	**bachelor's or more**	**yes**	**no**
I prefer making most of my trips by driving alone	*32%*	*21%*	*15%*	*29%*	*42%*	*28%*	*25%*	*22%*	*44%*
I would like to use other modes for some of my trips	*41%*	*52%*	*53%*	*50%*	*28%*	*41%*	*49%*	*48%*	*45%*
A significant proportion of my trips are by alternate modes	*28%*	*27%*	*32%*	*21%*	*30%*	*31%*	*26%*	*30%*	*11%*
Total	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*

Figure 24b - 'Readiness to Change' - How do you feel about travel? by Demographic Characteristics (Non-Students Only)								
How do you feel about travel? (Non-Students Only)	**Children in Household**		**Housing Unit**		**Rent or Own**		**Length of Residency**	
	yes	**no**	**detached**	**attached**	**rent**	**own**	**less than 5 years**	**5 or more years**
I prefer making most of my trips by driving alone	*24%*	*28%*	*30%*	*20%*	*19%*	*30%*	*20%*	*28%*
I would like to use other modes for some of my trips	*50%*	*46%*	*46%*	*48%*	*48%*	*47%*	*48%*	*47%*
A significant proportion of my trips are by alternate modes	*26%*	*27%*	*24%*	*32%*	*33%*	*22%*	*32%*	*25%*
Total	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*

Figure 24c - 'Readiness to Change' - How do you feel about travel? by Demographic Characteristics (Non-Students Only)						
How do you feel about travel? (Non-Students Only)	**Employment Status**		**City Where Work**		**Ratio of Drivers to Cars**	
	employed	**not employed**	**Boulder**	**other city**	**1 or less**	**more than 1**
I prefer making most of my trips by driving alone	*21%*	*46%*	*19%*	*27%*	*22%*	*45%*
I would like to use other modes for some of my trips	*51%*	*29%*	*51%*	*52%*	*49%*	*34%*
A significant proportion of my trips are by alternate modes	*27%*	*26%*	*30%*	*21%*	*29%*	*20%*
Total	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*

Noise from Local Airplanes

In 2001, a question was added to the Annual Transportation Survey to ascertain whether residents are bothered by the noise generated from aircraft originating at Boulder's airport. The question took the form of some others in the survey, asking for agreement/disagreement with a statement. In this case, respondents were asked to respond to the statement, "The noise of propeller driven aircraft from Boulder airport is disturbing in my neighborhood." Only 8% of respondents agreed that aircraft noise from Boulder airport was disturbing.

Figure 25

Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements	Percent of Respondents (2001)				
	strongly agree (4)	somewhat agree (3)	somewhat disagree (2)	strongly disagree (1)	Total
The noise of propeller driven aircraft from Boulder airport is disturbing in my neighborhood. (N=374)	4%	4%	17%	75%	100%

As might be expected, residents living north of Pearl Street were more likely to agree the airplane noise from Boulder airport was distributing, and those most likely to agree lived in the northeast sector of the city. Fifteen percent of respondents in the northeast agreed that the noise was disturbing though about two-thirds of those living in this sector strongly disagreed (see Figure 26).

Figure 26

Aircraft noise from Boulder airport is disturbing in neighborhood	Percent of respondents by sector of the city			
	northeast	northwest	southeast	southwest
strongly agree	15.0%	4.9%	1.1%	0.9%
somewhat agree	0.0%	1.2%	4.2%	4.7%
somewhat disagree	17.5%	17.3%	13.7%	15.1%
strongly disagree	67.5%	76.5%	81.1%	79.2%
Total	100.0%	100.0%	100.0%	100.0%

Transportation Master Plan Update-Preliminary Questions

Each year that the Annual Transportation Survey has been conducted a topic of current interest has been chosen and specific questions have been asked of Boulder residents to gain insight into the topic. This year, in advance of the update of the Transportation Master Plan, questions were posed that inquired about the level of involvement which the city has in transportation planning and the desired direction that the policies and programs outlined in the Master Plan should take.

Involvement of the City Government in Traffic Mitigation

Following an introductory statement about the initiation of the Master Plan update process and the desire for citizen input, survey respondents were asked the general question, whether they favor or oppose continued involvement of the City of Boulder in efforts to prevent worsening traffic congestion. As Figure 27 demonstrates, residents overwhelmingly favor the city's involvement in mitigation of traffic congestion; almost 60% of respondents strongly favor involvement by the city and 31% "somewhat favor" such involvement.

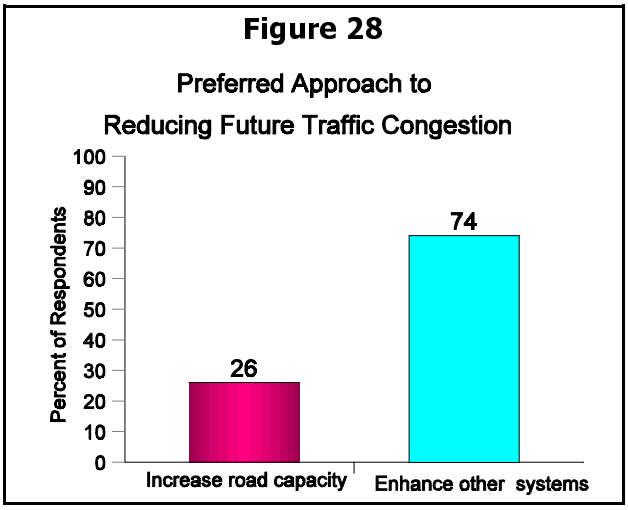
Figure 27

Do you favor or oppose the continued involvement of the City of Boulder in efforts to prevent worsening traffic congestion? (N=396)	Percent of Respondents (2001)					
	strongly favor (1)	somewhat favor (2)	neither favor nor oppose (3)	somewhat oppose (4)	strongly oppose (5)	Total
	59%	31%	6%	2%	2%	100%

Support for city government involvement in traffic mitigation is also demonstrated in responses over all survey years to the statement "The City of Boulder should not attempt to relieve traffic congestion but should let traffic reflect current conditions" (see Figure 4, page 5 of this report). More than 75% of respondents in 2001 disagreed with this statement and responses were almost identical in all years since 1997.

Basic Approaches to Reduction Future Traffic Congestion

Figure 28



The two basic approaches that the city government can take toward reducing future traffic congestion were then described: (a) to increase road capacity to handle traffic demand and (b) to provide enhancement to non-automotive transportation systems (e.g, bikeways, sidewalks and the bus system). It was noted that for the second alternative to be successful, citizens would have to reduce the number of drive-alone trips they make in order to decrease congestion on the road system. Despite this qualification, residents were solidly in favor of enhancements to the bus, bikeways and pedestrian systems (74%) compared to 26% who favored increasing road capacity.[19]

[19] Respondents were also given the option to choose "Neither, both or other" on this question. About 5% of respondents used this option. Their comments can be found in Appendix II, Table II.3.

The question of whether the city government should concentrate on providing more alternatives to the automobile has also been asked on the Annual Transportation Survey this year and in all previous years (see Figures 4 and 5 on pages 5 and 6 of this report). Residents have consistently supported this position since 1996 with about 84% of respondents in agreement in 2001.

Strategies to Reduce Future Traffic Congestion

About a dozen specific strategies were presented in this portion of the survey. These covered the range from increasing road capacity and building new roads to enhancements to the bus, bike and pedestrians systems. Respondents were asked to indicate their level of support for each strategy (See Figure 29 below).

The three strategies that received the greatest support (by almost 90% of respondents) were: providing an Eco-Pass for all Boulder residents; expanding the bike system within Boulder; and adopting urban design plans which reduce dependence on automobiles. Ratings that were almost as high (about 85% of respondents) went to: increasing high frequency transit service and transit service through RTD; expanding the pedestrian system, such as sidewalks and benches; and improving traffic flow. About half of respondents (55%) favored managing the rate of population growth.

Strategies that received more opposition than support included: building more roads (58% opposed); increasing road capacity by widening roads (57% opposed); increasing the cost of parking (54% opposed); managing the rate of job growth (50% opposed); and increasing the cost of driving (46% opposed).

Figure 29

I am going to read a list of possible strategies aimed at reducing future traffic congestion. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, somewhat oppose or strongly oppose such measures.	Percent of Respondents						Mean Rating
	strongly support (1)	somewhat support (2)	neither (3)	somewhat oppose (4)	strongly oppose (5)	Total	
providing an Eco-Pass for all Boulder residents (n=393)	65%	22%	4%	5%	5%	100%	1.6
expanding the bike system within Boulder (n=398)	64%	21%	9%	4%	2%	100%	1.6
adopting urban design plans (n=393)	62%	25%	7%	3%	3%	100%	1.6
increasing high frequency transit service (n=395)	57%	28%	10%	3%	2%	100%	1.7
expanding the pedestrian system, such as sidewalks and benches (n=397)	54%	30%	11%	3%	3%	100%	1.7
improving traffic flow (n=399)	51%	37%	7%	2%	3%	100%	1.7
increasing transit service through RTD (n=393)	51%	35%	9%	3%	3%	100%	1.7
managing the rate of population growth (n=391)	24%	32%	13%	16%	16%	100%	2.7
increasing the cost of driving (n=389)	18%	22%	14%	21%	25%	100%	3.1
managing the rate of job growth (n=392)	8%	26%	16%	27%	23%	100%	3.3
increasing the cost of parking (n=394)	9%	28%	10%	27%	27%	100%	3.3
increasing road capacity by widening roads (n=397)	15%	22%	7%	25%	32%	100%	3.4
building more roads (n=396)	10%	24%	7%	24%	35%	100%	3.5

Transportation Master Plan Objective

The next set of questions concerned the current Master Plan objective of shifting about 19% of current SOV trips to other modes. While support for the objective appears to be strong (83% support, shown in Figure 30), residents' reaction to how well the city government and the citizens themselves are doing in meeting the objective was mixed.

Figure 30

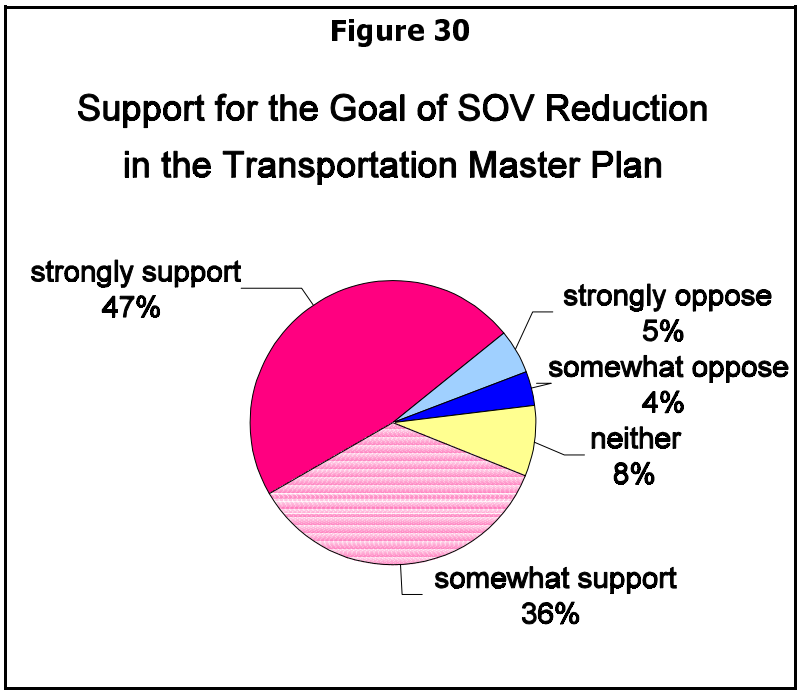


Figure 31 shows that about 42% of respondents think the city government is doing "well" or "very well" and that 40% of respondents think the community is doing "well" or "very well" at meeting the object of shifting SOV trips to other forms of transportation. However, almost 30% of respondents think the city is doing badly and 35% think the community is doing badly at meeting this objective.

Figure 31

Regarding the attempt to meet the objective of shifting 19% of all SOV trips to other forms of transportation:	Percent of Respondents						Mean Rating
	very well (1)	well (2)	neither (3)	badly (4)	very badly (5)	Total	
How well is city government doing?	8%	34%	29%	23%	6%	100%	2.8
How well is the community doing?	7%	33%	25%	27%	8%	100%	2.9

To sum up, it appears that citizen support for the objectives and strategies of the original Transportation Master Plan and its updates continues to be strong, focusing on the expansion of non-vehicular travel modes with particular emphasis on enhancement of the transit system and access to it (in the form of Eco Passes). At the same time, residents would like to see traffic congestion on the roads reduced and traffic flow enhanced.

Future Funding to Reduce Traffic Congestion

The final set of questions related to the update of the Transportation Master Plan dealt with ways to fund transportation projects. In the survey, respondents were informed that regardless of the approach taken by the city government, there is not enough money to adequately fund projects which would prevent future traffic congestion and that between $200 and $400 per household per year would have to be collected over the next 20 years in order to cover these costs. Four funding options were presented and respondents were asked to indicate their support or opposition for these alternatives.

As might be expected, none of the alternatives received overwhelming support. The choice that received the most support was an employee head tax, favored by almost two-thirds (64%) of respondents. About 55% of residents favored an addition to the city sales tax and 52% favored an addition to property taxes and fewer than one-third support road tolls (see Figure 32).

Figure 32

Given the cost projections, tell me whether you favor or oppose the following methods to obtain funding for future transportation projects:	Percent of Respondents					Mean Rating
	strongly favor (1)	somewhat favor (2)	somewhat oppose (3)	strongly oppose (4)	Total	
An employee head tax which would be aid by employers	21%	43%	17%	19%	100%	2.35
An addition to the city sales tax	12%	43%	22%	23%	100%	2.55
An addition to property taxes	9%	43%	23%	25%	100%	2.63
A road toll, where drivers pay to use the streets	10%	21%	23%	46%	100%	3.06

Residents were also asked whether they had other suggestions for ways to obtain additional transportation funding. More than two-thirds of all respondents (68%) offered such suggestions. A wide range of alternative funding methods were suggested. The "open-ended" suggestions were grouped into categories as shown in Figure 33 on the following page. The option most frequently mentioned, by 14% of those who made suggestions, was taxing gasoline and/or large vehicles like SUVs. (Verbatim responses are presented in Appendix II, Table II.4.)

Questions regarding the funding of transportation projects have also been asked on the Annual Transportation Survey since 1997, shown in Figures 12 and 13, page 10 of this report. As with the funding options shown above, citizen reaction to the proposition that people who drive more should pay more for road maintenance and the statement that new development should pay more for transportation improvements than existing residents has been mixed over the years. About half of respondents have agreed with these propositions and half have disagreed in most survey years.

Although there seems to be little consensus by citizens on how transportation projects should be funded, the proportion of respondents who agree that "the City of Boulder is spending taxpayer's transportation money wisely" has been increasing somewhat since 1997, with 69% agreeing to this statement in 2001 compared to about 46% in 1997 (see Figure 14, page 11 of this report).

Figure 33	
Do you have any other suggestions for how to obtain additional transportation funding?	**Percent of Responses***
tax gas, large vehicles	*14%*
better spending/reallocate funds	*11%*
bake sale/fundraiser/donations	*9%*
car registration fees	*9%*
allow growth/tax development & business	*7%*
income tax, wealthier pay more	*5%*
toll on US36	*5%*
parking fees	*5%*
tax students/CU	*5%*
decrease demand/alt modes	*4%*
bond issue/special levies	*3%*
federal/state money	*3%*
tax commuters-high drivers	*3%*
tax bikes	*2%*
lottery	*2%*
tax Bldr residents	*1%*
other	*22%*
*Totals may add to more than 100% because respondents could give more than one answer.	

Appendix I:
Breakdown of Selected Responses in Annual Transportation Survey by Demographic Characteristics

This appendix displays ratings of Boulder's transportation system and ratings of agreement with transportation statements by various demographic characteristics. The percentage of the sample within each of these subgroups is displayed in Table I.1. The breakdowns are in Tables I.2 through I.4. Differences between subgroups which are statistically significant are highlighted with grey shading.

Table I.1 - Demographic Characteristics (Weighted)

Characteristics	Percent of Respondents
Sex	
Male	47%
Female	53%
Age	
18-34	53%
35-54	30%
55+	17%
Education	
less than a bachelor's	36%
bachelor's or graduate/professional degree	64%
Within City Limits	
yes	86%
no	14%
Children in Household	
yes	22%
no	78%
Type of Housing Unit	
single family, detached	53%
attached housing unit	47%
Tenure	
Rent	51%
Own	49%
Length of Residency	
Less than 5 years	39%
5 years or more	61%
CU Student Status	
Student at CU-Boulder	23%
Not a Student	77%
Employment Status	
Employed	81%
Not Employed	19%
City of Employment	
Boulder	78%
other city	22%
Vehicles to Driver Ratio	
1 or less cars per driver	92%
more than 1 car per driver	8%
How feel about driving[20]	
- I prefer making most of my trips by driving alone, and am unlikely to change how I travel	23%
- While I make most of my trips by driving alone, I would like to use other modes of transportation for some of the trips I make.	47%
- I make a significant proportion of my trips by using modes other than driving alone.	31%

[20] This question was included as a "demographic" characteristic because it divides respondents into those who make most of their trips by driving alone and those who use alternate modes. It was hypothesized that those who usually drive alone might have different opinions or perceptions about on transportation issues than those who use alternate modes for a significant number of their trips. More analysis of this question is included in this report.

Table I.2a - Experience Getting Around Boulder (Question 2)							
Rating of experience in getting around Boulder	Percent of Respondents						Mean Rating
	very good	good	neither good nor bad	bad	very bad	Total	
2001	*13%*	*28%*	*27%*	*27%*	*5%*	*100%*	3.2
2000	*10%*	*25%*	*26%*	*32%*	*8%*	*100%*	3.0
1999	*7%*	*25%*	*26%*	*32%*	*9%*	*100%*	2.9
1998	*9%*	*25%*	*27%*	*28%*	*11%*	*100%*	2.9
1997	*10%*	*25%*	*30%*	*29%*	*7%*	*100%*	3.0

*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.2b - Experience Getting Around Boulder (Question 2) by Demographic Characteristics									
Question 2: Rate experience in getting around Boulder	**Sex**		**Age**			**Education***		**Within City Limits***	
mean rating (5= very good, 1=very bad)	**male**	**female**	**18-34**	**35-54**	**55+**	**less than bachelor's**	**bachelor's or more**	**yes**	**no**
	3.1	*3.2*	*3.3*	*3.1*	*3.0*	*3.3*	*3.1*	*3.2*	*2.8*

Question 2: Rate experience in getting around Boulder	**Children in Household**		**Housing Unit**		**Rent or Own***		**Length of Residency**		**CU Student Status**	
mean rating (5= very good, 1=very bad)	**yes**	**no**	**detached**	**attached**	**rent**	**own**	**less than 5 years**	**5 or more years**	**CU student**	**not a CU student**
	3.2	*3.3*	*3.1*	*3.2*	*3.3*	*3.0*	*3.3*	*3.1*	*3.2*	*3.2*

Question 2: Rate experience in getting around Boulder	**Employment Status**		**City Where Work**		**Ratio of Drivers to Cars**		**have an Eco-Pass or RTD pass?***		
mean rating (5= very good, 1=very bad)	**employed**	**not employed**	**Boulder**	**other city**	**1 or less**	**more than 1**	**Eco-Pass**	**RTD Pass**	**No Pass**
	3.2	*3.1*	*3.3*	*3.0*	*3.2*	*3.0*	*3.3*	*3.1*	*3.1*

Table I.3a - Agreement with Transportation Statements (Question 4) by Sex, Age, Education, Live within City limits										
		Sex		**Age**			**Education**		**Within City Limits**	
		male	**female**	**18-34**	**35-54**	**55+**	**less than bachelor's**	**bachelor's or more**	**yes**	**no**
widen existing roads	**agree**	*51%*	*38%*	*43%*	*43%*	*49%*	*50%*	*40%*	*43%*	*52%*
	disagree	*49%*	*62%*	*57%*	*57%*	*51%*	*50%*	*60%*	*57%*	*48%*
		100%	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*
limit job growth	**agree**	*25%*	*24%*	*24%*	*24%*	*25%*	*29%*	*22%*	*25%*	*24%*
	disagree	*75%*	*76%*	*76%*	*76%*	*75%*	*71%*	*78%*	*75%*	*76%*
		100%	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*	*100%*

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*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.3a - Agreement with Transportation Statements (Question 4) by Sex, Age, Education, Live within City limits										
		Sex		Age			Education		Within City Limits	
		male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
most traffic problems caused by in-commuters and tourists	agree	61%	55%	54%	58%	65%	61%	56%	56%	69%
	disagree	39%	45%	46%	42%	35%	39%	44%	44%	31%
		100%	100%	100%	100%	100%	100%	100%	100%	100%
concentrate on providing alternatives to the automobile	agree	81%	88%	91%	83%	67%	82%	86%	86%	72%
	disagree	19%	12%	9%	17%	33%	18%	14%	14%	28%
		100%	100%	100%	100%	100%	100%	100%	100%	100%
people who drive more should pay more	agree	55%	52%	48%	63%	55%	48%	57%	54%	49%
	disagree	45%	48%	52%	37%	45%	52%	43%	46%	51%
		100%	100%	100%	100%	100%	100%	100%	100%	100%
do nothing -- let traffic reflect current conditions	agree	25%	21%	21%	27%	20%	31%	19%	22%	26%
	disagree	75%	79%	79%	73%	80%	69%	81%	78%	74%
		100%	100%	100%	100%	100%	100%	100%	100%	100%
new development should pay more than existing residents	agree	53%	49%	48%	52%	62%	53%	50%	50%	57%
	disagree	47%	51%	52%	48%	38%	47%	50%	50%	43%
		100%	100%	100%	100%	100%	100%	100%	100%	100%
provide more small buses like HOP , SKIP, JUMP, LEAP, BOUND	agree	77%	85%	84%	84%	64%	72%	87%	82%	76%
	disagree	23%	15%	16%	16%	36%	28%	13%	18%	24%
		100%	100%	100%	100%	100%	100%	100%	100%	100%
provide more parking spaces downtown	agree	76%	72%	78%	70%	67%	83%	68%	74%	74%
	disagree	24%	28%	22%	30%	33%	17%	32%	26%	26%
		100%	100%	100%	100%	100%	100%	100%	100%	100%
COB spending taxpayer's transportation money wisely	agree	72%	67%	70%	71%	66%	73%	67%	73%	48%
	disagree	28%	33%	30%	29%	34%	27%	33%	27%	52%
		100%	100%	100%	100%	100%	100%	100%	100%	100%

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*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.3a - Agreement with Transportation Statements (Question 4) by Sex, Age, Education, Live within City limits										
		Sex		Age			Education		Within City Limits	
		male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
give higher priority to bikes, peds and buses	agree	71%	71%	76%	70%	56%	71%	72%	74%	54%
	disagree	29%	29%	24%	30%	44%	29%	28%	26%	46%
		100%	100%	100%	100%	100%	100%	100%	100%	100%
aircraft noise from Boulder airport is disturbing in neighborhood	agree	9%	7%	6%	12%	8%	8%	8%	7%	18%
	disagree	91%	93%	94%	88%	92%	92%	92%	93%	82%
		100%	100%	100%	100%	100%	100%	100%	100%	100%

Table I.3b - Agreement with Transportation Statements (Question 4) by Children in Household, Type of Housing Unit, Rent/Own and Length of Residency									
		Children in Household		Housing Unit		Rent or Own		Length of Residency	
		yes	no	detached	attached	rent	own	less than 5 years	5 or more years
widen existing roads	agree	42%	47%	40%	49%	42%	46%	48%	41%
	disagree	58%	53%	60%	51%	58%	54%	52%	59%
		100%	100%	100%	100%	100%	100%	100%	100%
limit job growth	agree	23%	28%	27%	22%	25%	24%	20%	26%
	disagree	77%	72%	73%	78%	75%	76%	80%	74%
		100%	100%	100%	100%	100%	100%	100%	100%
most traffic problems caused by in-commuters and tourists	agree	57%	57%	57%	58%	58%	56%	58%	57%
	disagree	43%	43%	43%	42%	42%	44%	42%	43%
		100%	100%	100%	100%	100%	100%	100%	100%
concentrate on providing alternatives to the automobile	agree	86%	79%	81%	89%	89%	80%	93%	79%
	disagree	14%	21%	19%	11%	11%	20%	7%	21%
		100%	100%	100%	100%	100%	100%	100%	100%

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*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.3b - Agreement with Transportation Statements (Question 4) by Children in Household, Type of Housing Unit, Rent/Own and Length of Residency									
		Children in Household		Housing Unit		Rent or Own		Length of Residency	
		yes	no	detached	attached	rent	own	less than 5 years	5 or more years
people who drive more should pay more	agree	52%	53%	54%	52%	52%	55%	53%	54%
	disagree	48%	47%	46%	48%	48%	45%	47%	46%
		100%	100%	100%	100%	100%	100%	100%	100%
do nothing -- let traffic reflect current conditions	agree	23%	27%	24%	22%	24%	22%	19%	25%
	disagree	77%	73%	76%	78%	76%	78%	81%	75%
		100%	100%	100%	100%	100%	100%	100%	100%
new development should pay more than existing residents	agree	49%	54%	48%	54%	45%	57%	48%	53%
	disagree	51%	46%	52%	46%	55%	43%	52%	47%
		100%	100%	100%	100%	100%	100%	100%	100%
provide more small buses like HOP , SKIP, JUMP, LEAP, BOUND	agree	82%	79%	79%	83%	82%	80%	85%	79%
	disagree	18%	21%	21%	17%	18%	20%	15%	21%
		100%	100%	100%	100%	100%	100%	100%	100%
provide more parking spaces downtown	agree	76%	70%	72%	76%	78%	70%	74%	74%
	disagree	24%	30%	28%	24%	22%	30%	26%	26%
		100%	100%	100%	100%	100%	100%	100%	100%
COB spending taxpayer's transportation money wisely	agree	67%	76%	67%	71%	71%	67%	75%	66%
	disagree	33%	24%	33%	29%	29%	33%	25%	34%
		100%	100%	100%	100%	100%	100%	100%	100%
give higher priority to bikes, peds and buses	agree	74%	69%	68%	75%	74%	68%	79%	66%
	disagree	26%	31%	32%	25%	26%	32%	21%	34%
		100%	100%	100%	100%	100%	100%	100%	100%
aircraft noise from Boulder airport is disturbing in neighborhood	agree	7%	12%	9%	7%	6%	10%	5%	9%
	disagree	93%	88%	91%	93%	94%	90%	95%	91%
		100%	100%	100%	100%	100%	100%	100%	100%

*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.3c- Agreement with Transportation Statements (Question 4) by CU Student Status, Employment, City Where Work, Ratio of Drivers to Cars

		CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
		CU student	not a CU student	employed	not employed	Boulder	other city	1 or less	more than 1
widen existing roads	agree	48%	43%	43%	49%	41%	49%	41%	61%
	disagree	52%	57%	57%	51%	59%	51%	59%	39%
		100%	100%	100%	100%	100%	100%	100%	100%
limit job growth	agree	28%	23%	22%	35%	22%	21%	24%	24%
	disagree	72%	77%	78%	65%	78%	79%	76%	76%
		100%	100%	100%	100%	100%	100%	100%	100%
most traffic problems caused by in-commuters and tourists	agree	57%	57%	53%	76%	51%	62%	57%	60%
	disagree	43%	43%	47%	24%	49%	38%	43%	40%
		100%	100%	100%	100%	100%	100%	100%	100%
concentrate on providing alternatives to the automobile	agree	93%	82%	86%	78%	84%	93%	87%	67%
	disagree	7%	18%	14%	22%	16%	7%	13%	33%
		100%	100%	100%	100%	100%	100%	100%	100%
people who drive more should pay more	agree	52%	54%	53%	56%	51%	60%	53%	51%
	disagree	48%	46%	47%	44%	49%	40%	47%	49%
		100%	100%	100%	100%	100%	100%	100%	100%
do nothing -- let traffic reflect current conditions	agree	21%	23%	23%	23%	25%	15%	24%	18%
	disagree	79%	77%	77%	77%	75%	85%	76%	82%
		100%	100%	100%	100%	100%	100%	100%	100%
new development should pay more than existing residents	agree	53%	51%	48%	64%	49%	44%	50%	42%
	disagree	47%	49%	52%	36%	51%	56%	50%	58%
		100%	100%	100%	100%	100%	100%	100%	100%
provide more small buses like HOP, SKIP, JUMP, LEAP, BOUND	agree	84%	81%	82%	76%	81%	88%	84%	68%
	disagree	16%	19%	18%	24%	19%	12%	16%	32%
		100%	100%	100%	100%	100%	100%	100%	100%

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*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.3c- Agreement with Transportation Statements (Question 4) by CU Student Status, Employment, City Where Work, Ratio of Drivers to Cars										
		CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
		CU student	not a CU student	employed	not employed	Boulder	other city	1 or less	more than 1
provide more parking spaces downtown	agree	84%	71%	73%	80%	75%	66%	72%	91%
	disagree	16%	29%	27%	20%	25%	34%	28%	9%
		100%	100%	100%	100%	100%	100%	100%	100%
COB spending taxpayer's transportation money wisely	agree	74%	68%	68%	73%	67%	75%	72%	49%
	disagree	26%	32%	32%	27%	33%	25%	28%	51%
		100%	100%	100%	100%	100%	100%	100%	100%
give higher priority to bikes, peds and buses	agree	70%	72%	73%	63%	72%	76%	76%	47%
	disagree	30%	28%	27%	37%	28%	24%	24%	53%
		100%	100%	100%	100%	100%	100%	100%	100%
aircraft noise from Boulder airport is disturbing in neighborhood	agree	6%	8%	9%	6%	10%	5%	8%	11%
	disagree	94%	92%	91%	94%	90%	95%	92%	89%
		100%	100%	100%	100%	100%	100%	100%	100%

*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.3d - Agreement with Transportation Statements (by 'Readiness to Change' - How do you feel about travel?)

		How do you feel about travel?		
		I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alternate modes
widen existing roads*	agree	66%	41%	33%
	disagree	34%	59%	67%
		100%	100%	100%
limit job growth	agree	26%	23%	24%
	disagree	74%	77%	76%
		100%	100%	100%
most traffic problems caused by in-commuters and tourists*	agree	69%	50%	59%
	disagree	31%	50%	41%
		100%	100%	100%
concentrate on providing alternatives to the automobile*	agree	77%	87%	89%
	disagree	23%	13%	11%
		100%	100%	100%
people who drive more should pay more	agree	49%	51%	61%
	disagree	51%	49%	39%
		100%	100%	100%
do nothing -- let traffic reflect current conditions	agree	21%	22%	24%
	disagree	79%	78%	76%
		100%	100%	100%
new development should pay more than existing residents	agree	47%	51%	54%
	disagree	53%	49%	46%
		100%	100%	100%

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*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.3d - Agreement with Transportation Statements (by 'Readiness to Change' - How do you feel about travel?)				
		How do you feel about travel?		
		I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alternate modes
provide more small buses like HOP , SKIP, JUMP, LEAP, BOUND	agree	77%	82%	85%
	disagree	23%	18%	15%
		100%	100%	100%
provide more parking spaces downtown*	agree	**86%**	**75%**	**63%**
	disagree	**14%**	**25%**	**37%**
		100%	**100%**	**100%**
COB spending taxpayer's transportation money wisely	agree	67%	68%	75%
	disagree	33%	32%	25%
		100%	100%	100%
give higher priority to bikes, peds and buses*	agree	**48%**	**75%**	**86%**
	disagree	**52%**	**25%**	**14%**
		100%	**100%**	**100%**

*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.4a - Rating of Boulder's Transportation System (Question 6) by Sex, Age, Education, Live within City limits									
mean rating (5= very good, 1=very bad)	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
sidewalks	3.7	3.8	3.9	3.7	3.6	3.7	3.8	3.8	3.6
bike paths and lanes	3.9	4.1	4.0	4.0	3.9	3.9	4.0	4.0	3.7
condition of the streets	3.3	3.5	3.5	3.4	3.2	3.3	3.5	3.4	3.3
neighborhood traffic mitigation	3.0	3.2	3.2	3.0	3.0	3.2	3.0	3.1	2.8
local transit	3.7	3.7	3.8	3.6	3.7	3.8	3.7	3.7	3.5
HOP/SKIP/JUMP/LEAP/BOUND	4.1	4.2	4.2	4.1	4.1	4.1	4.1	4.2	3.8
parking downtown	2.4	2.4	2.3	2.4	2.6	2.2	2.5	2.4	2.3
parking other than downtown	3.4	3.4	3.3	3.5	3.4	3.3	3.5	3.4	3.4
traffic signal timing	2.8	2.9	3.0	2.7	2.9	3.0	2.8	2.9	2.5
neighborhood traffic safety	3.4	3.3	3.3	3.4	3.3	3.3	3.4	3.4	3.3
traffic congestion	2.3	2.1	2.1	2.3	2.2	2.2	2.2	2.2	2.1

Table I.4b - Rating of Boulder's Transportation System (Question 6) by Children in Household, Type of Housing Unit, Rent/Own and Length of Residency								
mean rating (5= very good, 1=very bad)	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
sidewalks	3.8	3.8	3.8	3.7	3.9	3.7	3.9	3.7
bike paths and lanes	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
condition of the streets	3.4	3.5	3.4	3.4	3.4	3.4	3.5	3.4
neighborhood traffic mitigation	3.1	3.0	3.0	3.2	3.2	2.9	3.5	2.8
local transit	3.8	3.6	3.7	3.7	3.8	3.5	3.9	3.6

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*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.4b - Rating of Boulder's Transportation System (Question 6) by Children in Household, Type of Housing Unit, Rent/Own and Length of Residency								
mean rating (5= very good, 1=very bad)	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
HOP/SKIP/JUMP/LEAP/BOUND	*4.2*	*4.1*	*4.2*	*4.1*	*4.2*	*4.1*	*4.2*	*4.1*
parking downtown	*2.4*	*2.6*	*2.5*	*2.3*	*2.3*	*2.5*	*2.4*	*2.4*
parking other than downtown	*3.3*	*3.6*	*3.4*	*3.4*	*3.2*	*3.6*	*3.2*	*3.5*
traffic signal timing	*2.9*	*3.0*	*2.7*	*3.0*	*3.0*	*2.8*	*3.1*	*2.7*
neighborhood traffic safety	*3.3*	*3.4*	*3.3*	*3.4*	*3.4*	*3.3*	*3.4*	*3.3*
traffic congestion	*2.2*	*2.3*	*2.2*	*2.1*	*2.1*	*2.2*	*2.2*	*2.2*

Table I.4c - Rating of Boulder's Transportation System (Question 6) by Children in Household, Type of Housing Unit, Rent/Own and Length of Residency								
mean rating (5= very good, 1=very bad)	CU Student Status		Employment Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a CU student	employed	not employed	Boulder	other city	1 or less	more than 1
sidewalks	*3.8*	*3.8*	*3.7*	*3.9*	*3.7*	*4.0*	*3.8*	*3.5*
bike paths and lanes	*4.1*	*4.0*	*4.0*	*4.2*	*4.0*	*3.9*	*4.0*	*3.8*
condition of the streets	*3.3*	*3.4*	*3.4*	*3.5*	*3.4*	*3.4*	*3.5*	*3.4*
neighborhood traffic mitigation	*3.3*	*3.0*	*3.1*	*3.0*	*3.1*	*3.1*	*3.2*	*2.5*
local transit	*3.8*	*3.7*	*3.7*	*3.9*	*3.7*	*3.6*	*3.8*	*3.2*
HOP/SKIP/JUMP/LEAP/BOUND	*4.3*	*4.1*	*4.1*	*4.3*	*4.1*	*4.1*	*4.2*	*3.9*
parking downtown	*2.1*	*2.5*	*2.4*	*2.5*	*2.3*	*2.5*	*2.4*	*2.3*
parking other than downtown	*3.2*	*3.5*	*3.4*	*3.6*	*3.3*	*3.5*	*3.4*	*3.4*
traffic signal timing	*3.0*	*2.8*	*2.8*	*3.0*	*2.9*	*2.7*	*3.0*	*2.3*
neighborhood traffic safety	*3.2*	*3.4*	*3.3*	*3.4*	*3.3*	*3.4*	*3.3*	*3.4*
traffic congestion	*2.1*	*2.2*	*2.2*	*2.2*	*2.1*	*2.3*	*2.2*	*2.4*

*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.4d - Rating of Boulder's Transportation System (Question 6) by 'Readiness to Change' - How do you feel about travel?			
	How do you feel about travel?		
	I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alternate modes
sidewalks	*3.8*	*3.7*	*3.8*
bike paths and lanes	*3.9*	*4.0*	*4.1*
condition of the streets	*3.2*	*3.4*	*3.5*
neighborhood traffic mitigation	*2.8*	*3.1*	*3.3*
local transit	*3.7*	*3.6*	*3.8*
HOP/SKIP/JUMP/LEAP/BOUND	*3.9*	*4.2*	*4.2*
parking downtown	*2.2*	*2.4*	*2.5*
parking other than downtown	*3.3*	*3.5*	*3.4*
traffic signal timing	*2.6*	*2.8*	*3.1*
neighborhood traffic safety	*3.4*	*3.3*	*3.3*
traffic congestion	*2.2*	*2.2*	*2.2*

*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.5a - Frequency of Transit Use by Demographic Characteristics (Sex, Age, Education, Residency)									
About how often, if ever, do you use public transit for your work commute?	Sex		Age			Education		Within City Limits	
	male	female	18-34	35-54	55+	less than bachelor's	bachelor's or more	yes	no
less than 1/month	61%	48%	46%	65%	65%	52%	55%	50%	82%
1 to 3 times a month	13%	11%	12%	15%	8%	10%	14%	13%	6%
once a week or more	25%	41%	42%	21%	27%	39%	31%	37%	12%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table I.5b - Frequency of Transit Use by Demographic Characteristics (Children, Housing Unit Type, Rent/Own, Length of Residency)								
About how often, if ever, do you use public transit for your work commute?	Children in Household		Housing Unit		Rent or Own		Length of Residency	
	yes	no	detached	attached	rent	own	less than 5 years	5 or more years
less than once a month	54%	57%	60%	48%	43%	66%	49%	58%
Once to 3 times a month	14%	14%	10%	14%	11%	13%	12%	13%
Once a week or more	33%	29%	30%	38%	45%	21%	39%	29%
Total	100%	100%	100%	100%	100%	100%	100%	100%

Table I.5c - Frequency of Transit Use by Demographic Characteristics (Student Status, City Where Work, Ratio of Drivers to Cars)						
About how often, if ever, do you use public transit for your work commute?	CU Student Status		City Where Work		Ratio of Drivers to Cars	
	CU student	not a CU student	Boulder	other city	1 or less	more than 1
less than once a month	32%	62%	50%	66%	52%	67%
Once to 3 times a month	14%	12%	13%	14%	13%	22%
Once a week or more	55%	27%	37%	20%	35%	11%
Total	100%	100%	100%	100%	100%	100%

*Note that grey shading in all appendix tables indicates statistically significant differences between subgroups (chi-square test of significance).

Table I.5d- Frequency of Transit Use by 'Readiness to Change' - How do you feel about travel?			
About how often, if ever, do you use public transit for your work commute?	How do you feel about travel?		
	I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alternate modes
less than once a month	90%	55%	30%
Once to 3 times a month	2%	16%	13%
Once a week or more	8%	28%	58%
Total	100%	100%	100%

Table I.6a - Likeliness to Use Transit if Eco Pass Provided by Demographic Characteristics (Statistically Significant only)									
how likely to ride RTD for work commute if had Eco-Pass?	Age			Housing Unit		Rent or Own		Length of Residency	
	18-34	35-54	55+	detached	attached	rent	own	less than 5 years	5 or more years
much more likely	39%	20%	26%	29%	30%	40%	24%	32%	30%
somewhat more likely	43%	36%	21%	29%	50%	51%	29%	52%	31%
not very likely	18%	43%	52%	42%	20%	9%	47%	16%	40%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Table I.6b - Likeliness to Use Transit if Eco Pass Provided by 'Readiness to Change' - How do you feel about travel?			
how likely to ride RTD for work commute if had Eco-Pass?	How do you feel about travel?		
	I prefer making most of my trips by driving alone	I would like to use other modes for some of my trips	A significant proportion of my trips are by alternate modes
much more likely	11%	38%	32%
somewhat more likely	40%	35%	40%
not very likely	49%	28%	28%
Total	100%	100%	100%

Appendix II: Detail Tables and Verbatim Responses

This appendix contains responses to open-ended questions, open ended answers to some questions that contained an "other-specify" option and detailed tables for some figures found in the body of the report. Verbatim responses in the following Appendix tables are shown as transcribed from respondent comments by the telephone interviewers.

Appendix Table II.1 **Question 3: "What, if anything, do you think should be done to improve transportation in Boulder"** **(Note: Most responses were classified into preset categories by the telephone interviewers. See survey instrument for a list of these categories. The comments shown below were those that were categorized as "other" and recoded by A&E staff)**
Parking
Parking in surrounding communities
2 hour parking on the Hill is ridiculous
Road improvements/ease of getting around by car
Open up alternate routes to get from point a to point b.
Road design
Open up some of the streets that had been closed off on major roads within Boulder. They have cut off some of the major routes that were worthwhile; get rid of some the bottlenecks like Canyon going east into Crossroads, then Arapahoe going west.
Have a few more intersecting routes on the outskirts of town so you don't need to go downtown
Enhance the flow of traffic without defacing the city
Put bridges over Arapahoe and Foothills, Valmont and Foothills, Baseline and Foothills. It was a mistake to close off 9th St.; make it more of a thoroughfare
More, wider roads leading into Boulder to improve traffic flow
More, wider roads
Create a new street system
Less traffic lights
Have more roads
Improve 28th St.
There's not enough north and south streets. There's too much crowding on Broadway and 28th
Do not close down so many outer arteries. There's not enough room to put everyone on the same streets
Less buses
Add lanes
A thoroughfare through Boulder like Foothills used to be
Adding turn lanes
Road expansion
Recognize the number of people who live here and drive
We need another north south way to get to places other than Foothills and Broadway
Extend 157 to 36 finish Pearl to Gunbarrel
More thoroughfares
Have overpasses on 47th. Need to connect 47th to 93 and 47th to North Foothills highway
Make 28th and 30th one way streets
Have a better road layout and construction
Broaden Broadway
We need more streets that go more out of town.
Widen roads to help right turns if they had more land.
Have new projects and more traffic enforcement
Have more north south thoroughfare
Have more direct roads
Open all of the residential streets back up
Take out the lights on Foothills
Make Foothills a through road through Pearl with no red lights
Mainly it's the connection to and from Route 36
Add additional turning lanes at key intersections
Extend 46th to Marshall. 93 instead of Table Mesa
(Continued on next page)

Appendix Table II.1
Question 3: "What, if anything, do you think should be done to improve transportation in Boulder"

(Note: Most responses were classified into preset categories by the telephone interviewers. See survey instrument for a list of these categories. The comments shown below were those that were categorized as "other" and recoded by A&E staff)

More east-west streets
Increase alternative transportation
Design better traffic ways or utilize what's there to better accommodate people.
Have a walk over bridge near or around Broadway and Euclid
It's too busy
No more roads
Transit
More bike facilities on buses
Have a bus in my location (Eldorado and south Broadway)
Have earlier buses; people have jobs in the morning
More buses that go all over town instead of little bus routes
Increase the service of special transit
Have more use of community public transportation
Have a better use of public transportation
Maybe add more bus stops
The 209 goes to front doors for the elderly people
There should be tax supported buses
Improve ease of getting around by walking
More traffic lights and lanes
More traffic lights
The new pedestrian walks are ineffective on Broadway there's a lot of traffic when there's construction (Need more cones)
Improve driver safety
Change all speed limits to 20 mph. Get bikes off streets
Reduce the speed limit on route 36
Enforce more discipline on bikers as far as the area they block off. Road work shouldn't be as disruptive
Get rid of bikes; obey traffic laws
Reduce aggressive driving
Make police pull people over for running red lights and turning left on red
Better enforcement of traffic codes
Other
Alternative modes of transportation. Have more overpasses on Arapahoe
Encourage people to use mopeds
Stop messing with it because some of it is irrational
There's too much construction
Have the town council face reality. They just did 61st street and shut down the road for a year when we could have done it in 1 month (We spent way too much). There's not a good use of resources.
More free bus rides at night for people who are drinking
You just have to know where you're going
Improve transportation for older people
Take care of squeaky wheels
Light rail/rapid transit
Bring back the trolley cars
Have a light rail into Boulder to cut down on single car drivers
Mass transit - monorail
Regional train transportation
Have rapid transit to Denver (fast train)
Make a light rail to Denver
Have a connection to mass neighborhood communities. Have a rail line to Denver
Add a light rail
Rapid transit to Denver
Have a commuter rail
Have a light rail between Denver and Boulder

(Continued on next page)

Appendix Table II.1
Question 3: "What, if anything, do you think should be done to improve transportation in Boulder"

(Note: Most responses were classified into preset categories by the telephone interviewers. See survey instrument for a list of these categories. The comments shown below were those that were categorized as "other" and recoded by A&E staff)

Add a light rail
Add a light rail
Install a train station or rail system
EcoPasses-cheaper, more available
More EcoPasses
Have an incentive plan for employers that reduce the number of occupants per vehicle and a head tax per vehicle along with opportunities for EcoPasses.
There has to be more incentive to take public transportation
There should be a universal EcoPasses for everyone. We need more frequent bus service.
EcoPasses are too expensive
Disincentives to driving
Not allow students to have cars; they can ride public transportation
Additional costs to CU students
Gas (use an electric car so it would be less on gas). Tax cars that get bad gas mileage
More three wheeled bikes with baskets for seniors rules for no more than two cars per household. Less SUVS
Make it so college kids can't bring cars to school
Make the university part of the solution; do not use RTD. Have streets closed off and running shuttles back to the university have outer parking with shuttles for sporting events reduce daily student driving to control number of cars
Widen the streets; limit the amount of cars per family
Tax automobiles
Increase gas costs
More one-way streets
One way streets
More one-way streets have one side of the street be for parking
Have more one way streets
Non-transportation solutions (control growth, add shopping opportunities in Boulder)
Boulder should have more affordable housing
Control growth
Get rid of CU
Outlaw cell phones
Get rid of students. Keep the awesome bus system
People commuting into the city
Get rid of newcomers and don't let anyone into the city of Boulder
Affordable housing because commuting is contributing to traffic congestion
Policy changes
Get rid of the people
Increase residency in the town (have less commuters)
Have more people leave
Control growth
Let people off work at different times
More conveniently located shopping in the city of Boulder
Improve information about alternate modes
Have more organizations around carpooling
Education
Improve peoples' willingness to use alternative transportation
People should be walking more and busing more
Continue to focus on public transportation
Increase public awareness about the bus system
Encourage carpooling within the city
Increase advertising for transportation
Shuttle services/cheaper taxis/special transit type
Cheaper taxis
Company vans that pick up employees at the park and rides. I don't think the smaller buses work
Have a taxi service like van-pooling (something in between a bus and a taxi).

Appendix Table II.2
Question 5: Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder?

ROAD IMPROVEMENTS/AUTO-RELATED
Build better roads
Finish parkway loop and connect it to Broadway.
Make the stop light waiting times reduced on side streets (from a side street to a main street)
Widen the roads
They should work on the roads by widening them and build a limited access like Foothills parkway
Add another highway like Foothills
Get rid of the traffic circles
Realize that all alternative programs are working but they can't neglect traffic; people are going to drive their cars.
Build a better bypass
Add off ramps along Foothills
Lefthand turn lanes that are not long enough are congesting traffic for people who want to go straight
Continuing driving alertness / competency tests for drivers. Drivers license should be for 18 year olds only. Encourage people to ride the bus. Add a bus service between Valmont and Diagonal (for 47th too)
Inside the town I'd love to see them reduce the amount of traffic. Add a light rail to Denver. 28th St. is a mess with the school.
Need more roads and improve the roads we have. Fix traffic lights
I think that we need to quit building arteries and feeder streets and open up more grid streets
They should maintain the roads they have and stop making unnecessary improvements
All bus stops should have a shoulder to pull off to
Anything they could do to relieve congestion around 28th and Pearl and the middle section between Pearl and Arapahoe between 28th.
Recognize reality; people aren't going to give up their cars
Have existing traffic laws enforced more specifically pertaining to pedestrians
I believe that they should figure out accurately who is driving
City should lower the speed limit on the turnpike after city limits
Make 3rd lanes to Longmont on Diagonal. Extend route 36. Instead of buying open space, take money and use on roads
Widen the streets. Alter the turn time, timing of lights
Rapid transit would be a good choice. The Boulder Denver turnpike is really bad
Recognize the number of actual drivers
When traffic is bad with individual cars, it makes the bus system less effective. The SKIP is to come every 6-10 minutes during peak hours, but I waited 20 min because of congestion on Broadway.
Accept the reality that people prefer cars
the cycle of lights wait when there's no traffic the other way. There should be underpasses and overpasses - student walk-way bridges on the outskirts of campus. Encourage a light cycle to let people out rather than in. An overpass for students on Col
the space is wasted for trees and plants, not real plants but garbage, where they could build roads
Road maintenance
Spend money more wisely (ex. For the completion of Valmont/Pearl). They narrowed the bridge to two lanes. For 61st St./VALMONT they spent a lot of money unwisely).
More education. Too many impolite drivers
Traffic circles are being used to slow traffic but they made them for easing the flow
(Continued on next page)

Appendix Table II.2 Question 5: Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder?
They lied about speed bumps on 55th
Better turn lanes. More speed limit signs
Policy that accepts that people will use their cars regardless
I think they should widen roads
I would like to see them get rid of those stupid traffic circles
More stop lights
Improve traffic lights
Try to coordinate traffic signals
I simply think that while well intended, the solutions that are being presented do not do well for the community; pedestrian crosswalks, bikes and buses all make sense but it is not the way Boulder is going.
More lights
Crosswalks should be marked better
Traffic lights should be synchronized!
Have the traffic circles continued
The roads to Fairview are congested. Add another road, lane or even a traffic signal at the correct spot
The left turn arrows are not on long enough
BICYCLE-RELATED
More bike to work days; more linking bike paths
Have more bike options; add a light rail to and from Denver
We need to find a better way to make RTD affordable and easy to take without being subsidized. It's not supported by government. It should be based on non government subsidies (open-free market)
More bike paths
There could be a little more bicycle regulation. I'm sometimes endangered by bikes as a pedestrian.
Make bike lanes off the road for the bicyclist
Have more secure bike parking. Parking meters with steering wheels aren't frequent enough
Keep going with the bike paths
Widen existing roads to include bike lanes
Work on the bicycling paths, as many as possible!
Make things more accessible for bicyclists and more bike paths
It's hard for people who want to walk or ride bikes; the drivers are very rude.
Charge bicycles a fee for at least three dollars a year to help funding for the roads and the bike paths
Widen bike paths on the major roads
Provide more direct bicycle routes
More signs for bike paths
Possibly widen or extend bicycle paths
Reward people for alternative transportation like some sort of tax credit, make it more safe to commute on a bicycle
A critical mass puts the possibility of using a bike more in people's lifestyles. Encourage more use of bike paths through billboards and bumper stickers, saturate our minds.
(Continued on next page)

Appendix Table II.2
Question 5: Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder?

WALKING-RELATED
We need to encourage more pedestrian traffic but not increase the pedestrian crossing. What would be more valuable is more walk bridges as well as walk lights!
Pedestrians should be more wary of newly installed crosswalks on Broadway.
There are areas where sidewalks aren't adequate. They're fixing problems where new development might be years away
Drivers should look out for pedestrians; bicyclists should obey traffic laws
TRANSIT/BUS-RELATED
Express on 36 or more buses on 36
Better coordination of the HOP/SKIP/JUMP
HOP/SKIP/BOUND should be expanded.
More HOP, SKIP, AND JUMP
Night lights at bus stops
More parking and more public transportation
Have smaller buses instead of the bigger busses (cheaper on gas). Growth isn't going to be stopped; the longer you fight it, the more the problem is going to be. Just work with it. Don't fight growth.
Help fund a citywide EcoPass program
We need closer bus stops to where I live (better locations)
I'd like to see more people use the buses
Update our post frequent bus schedules at stops
Increase public transportation
Have buses that run during rush-hour in the eastern parts of the county into Boulder
The HOP is a good program
Make sure every part of town is reachable by public transportation
Don't discontinue the bus service in neighborhoods with low ridership.
Have the buses run later on weekends
Public transportation needs to be more convenient and more frequent
Have good buses; we can't widen streets
The RTD web site needs to be more clear about bus schedules and the routes that the RTD takes, and try to make the bus service free
Have flexible bus routes, like a large van service, so people could call ahead and have a set route but with flexible times. It would be able to pick people up from their doors so they don't need to wait in the snow
I would still like to see them expand some of the buses and other transportation means- I would take them more if they had them come out to my neighborhood.
WAYS TO INCREASE/ENCOURAGE ALTERNATE MODE USE
Offer incentives for people to commute or carpool
More buses, more bikes, and pedestrians. More encouragement should be provided to reducing automobiles.
Provide more alternatives than driving cars.
Need more people out of cars and more onto public transportation
Kids at CU should not have cars until a certain year. Educate Boulder about traffic problems; we don't need to use cars as much
Encourage the use of scooters and mopeds
(Continued on next page)

Appendix Table II.2 Question 5: Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder?
PARKING-RELATED
Build more lanes; parking should improve
More parking on Pearl Street Mall
Add more bike paths and more free parking downtown
Put in more parking structures to accommodate everyone who is here.
City employees should not receive preferred parking. All current city employee parking should be regular parking with the exception of police
The city would be better planned as a pedestrian city and not so spread out with no parking places, it makes thinks more dense, places more closer, and there's not so many parking lots and buses
Pregnant women should have dedicated parking like handicapped.
Have more multi level parking facilities
REDUCE IN-COMMUTING/LIVE WHERE WORK
Make an effort to try and get these people who commute out of town to move into Boulder and the Boulder residents that work in Denver to move to Denver.
Make affordable housing
Route commuters around the city
Encourage people to live where they work
Reduce traffic coming into Boulder. We need more convenient public transportation
Do something about housing so we don't have employees coming from out of town; commuters cause the congestion. Take some properties and develop them for more affordable housing. Change occupancy restrictions
It all boils down to where the money is coming from. They need to spend their money and stop worrying about the little prairie dogs, who will move out. Basically they should just spend their money more wisely. They need to take care of the real problem.
REDUCE NUMBER OF STUDENTS/STUDENT DRIVERS
The city should sponsor a matchmaking service for carpooling within the city. The target group should be college students, high school students and workers.
Put housing on campus for students; do not allow freshman to use cars
The issue of student parking and auto use, but I don't know how to address this issue. Maybe they do not all need their cars.
Set up a system at the college where you would have to be a junior or above in order to bring a car onto campus (eliminating 10,000 cars a day). Expand Williams village; provide more places close to school and affordable housing for students
LIGHT RAIL
Favor a train or light rail commuting to Denver
We need a light rail
I strongly support light rail into Denver and around the Front Range area. Boulder should get more involved in that.
Have a monorail from Boulder to Denver
Commuter rail
A light rail system from Boulder to Denver
Develop a light rail to Denver from Boulder
Continue with light rail within the city for commuters
Have a train service
Have a light rail. Increase bike paths/lanes. Have better timed stop lights stagger the start/stop times. Have small bus routes
(Continued on next page)

Appendix Table II.2 Question 5: Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder?
Have a light rail from Fort Collins to Pueblo and be able to take your domestic pets
A light rail is needed for Boulder to Denver
They should put the street car back in
A light rail in Boulder and into Denver (especially on Hwy 36)
LAND USE/GROWTH RELATED
Limit new construction
Limit population growth
Build-up the core area
Put Walmart into Crossroads; have no mixed housing
The transportation problem isn't really a problem but it has to do with the way the city is planning on surrounding buildings.
Get off the anti-growth kick and accept growth
There's a loss of retail sales tax to the outlying communities and it creates further problems. Accept would be job growth and replace loss dollars; encourage jobs
The city should limit growth and stop new development, including high rise buildings
Limit growth
The city should use more of the business tax to fund the development of transportation in lieu of the private sector in order to stimulate growth and new business interest moving in. They need to stop spending the money on open space and use that to limit population period
ENFORCEMENT
Do something about people turning on red lights
Enforce existing speed limits. Put in pedestrian crosswalks and underpasses
Law enforcement has to be more aggressive in giving tickets to speeders
Guide police attention to young student road ragers
More bike lanes. Stronger enforcement for the protection of the cyclist
OTHER
Unless someone comes up with some great plan
We're not going to get results until people are forced to see what is happening
Don't put too much emphasis on one mode of transportation
New developments need to pay for bike and pedestrian pathways, not taxes. Parents driving their children to and from school is more a problem than tourism
A survey is a good start. Put something in ads giving a free ticket to a movie if a person responded to some incisive questions for a broader response to what needs to be done. I would think about concentrating on changing people's minds.
Relax and tell everyone to shut up and figure it out. They are doing the best they can. Everything is going good.
Have air tunnels across roads and bridges across roads
Speed areas are very restrictive, especially on Alpine, I resent the restrictions that it takes to get east west into the hospital (speed bumps get into the way of the emergency)
If there are three cars or more, people should be penalized
Have the city council pay more attention to the people who go down there and speak
They should have sensors, especially at night
Wealthy people won't use alternative transportation. Why?
Have a tax incentive with surrounding communities
(Continued on next page)

Appendix Table II.2 Question 5: Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder?
Do something about rush hour, from 3 to 7 pm
The dead end at Crossroads makes commuting hard
Something practical has to be done for the senior citizens. Once they can't drive; something like the ride for handicapped people but for active senior citizens.
Alternative fuel sources other than buses and cars. The government should subsidize this.
Fine tune the existing infrastructure, do not add to the existing infrastructure
Better engines for the cars; it is killing us all
Provide transportation from high-density housing areas for frequent and easy access. Work on community housing projects
Fire the city manager and replace board members
The worst intersection is 28th and Arapahoe, and I haven't seen a solution over the years
The survey is worded to give answers that the city wants.
Find some creative ways to find funding
The plans are built wrong. Get a realistic plan of what is really needed
Weed out all the low income people. We shouldn't spend a bunch of money on doing a study. Make sure lights change at proper times (better stop lights)
Have another bypass similar to the 47th one but located further East Boulder has become a unique community and that difference should be encouraged, not thwarted.
Improve public transportation. City needs to have more open forums to learn more about what the residents value; have more input into decision making
Don't ruin Boulder by construction. The ways that have been used in the past to solve transportation issues may not be the solution anymore
People need to be more polite. Drivers are rude. It aggravates me that they cause hazardous situations
I live off of Foothills Parkway and there needs to be more sound walls around the Foothills area to limit the sound of traffic.
The open enrollment program, if you can walk to the school, then you should have a better chance to get into the school, no lottery system. There are so many people on Sugarloaf driving 45 minutes to get to high peaks. We need more traffic enforcement.
Create a mechanism to get a piece of the gas tax.
People who live in the city of Boulder can use the local transportation, but if you live outside of the city limits, then no.

Appendix Table II.3 Question 8: Both, Neither or Other Responses to "On which approach do you think the City should place greater emphasis?
DO BOTH
Greater emphasis on fewer drive alone trips, but you can't ignore the cars either
Drive alone but don't build bigger roads
DO NEITHER
Neither
Neither
Don't build new roads; people won't stop single person trips
Neither
Neither, address alternative transportation
ENHANCEMENTS TO EXISTING ROAD SYSTEM
Open up all the city streets give people more alternative routes
Make enhancements, like overpasses on 47th
Don't build roads, but don't make it difficult for us to drive; take the roads we have and get the best traffic flow by light timing and planning pathways such as one way streets
LIGHT RAIL/RAPID TRANSIT
Rapid transit
Light rail system
Light rails to Denver
A light rail
Trains
OTHER
New engines for the cars
Worry about it when it starts to happen
Should have people drive small commuter cars
If you live by where you work, then less people are commuting into Boulder to work
Re-do some of the bus routes. As an elderly person I cannot walk to the bus stop.
Get the bicycles off the streets and slow down the speed limit put the street cars back in.

Appendix Table II.4 Question 12: Do you have any other suggestions for how to obtain additional transportation funding?
TAX GAS, LARGE VEHICLES
gas tax
gasoline tax
gasoline taxes; taxes based on vehicle weight
do it by the kind of car people drive, small cars would pay less money and large cars and trucks would pay more
gas tax within Boulder
people who use it should pay a gas tax, toll or a penalty for gas-guzzlers
gas tax
gas tax
a local gas tax
a tax increase for the weight of the car
gas tax
put a tax on gasoline which is indirectly proportional to how much a person drives individually
gas tax
gas tax
a gasoline tax
more gas taxes
tax specifically for transportation like a gas tax
gas tax
collect gasoline tax
gas tax
LOTTERY
lottery money
proceeds from lotto
lotto funds
FUND RAISERS, BAKE SALES, DONATIONS
fund raisers with gala events people that would help and give money
bake sale; sales tax
bake sale
voluntarily donate money towards transportation. Add a larger tax for driving gas guzzlers (gas tax)
fund raisers (involvement with the community) through schools because I don't really know what is going on in the county.
try a voluntary fund for anyone who wants to contribute, for those who use the roads more than others.
donations
why not use community service
a bake sale
governmental bazaars and entertainment
(Continued on next page)

Appendix Table II.4 Question 12: Do you have any other suggestions for how to obtain additional transportation funding?
BETTER SPENDING, REALLOCATE FUNDS TO TRANSPORTATION
spend the tax money better. We do a lot of improvements like putting up cute little signs, but they aren't really improving traffic around town.
why do we need more? We need to find out ways to clean up downtown we don't need more, but we need to manage the money better
take the additional taxes we have on gas, and use that for roads
through the funds of the transportation system
take it from other places we are spending it (crossroads)
divert city expenditures to transportation
reallocate money and give to transportation
too much money is wasted use money we have now more wisely
CUT the waste in the government and cities and states.
they can delegate their money much better with what they have they have built all these bike paths that nobody uses.
stop spending so much money on open space
use the money more wisely
make the city government more efficient.
spend the money they make on writing tickets
special levies hold town meetings, build momentum
BOND ISSUE, SPECIAL LEVIES
a special referendum or some other tax
bond issue
a special levy
bonds; fund-raise for improvements and write off on tax returns
bonds - selling a monument that a name could be put on. Reward people for not driving, do not punish for driving. Come right out and present a case in an election after asking people what should be done, then ask people for money through the election, but we have to have good ideas in mind.
can you raise the bond?
GRADUATED TAXES, WEALTHIER PAY MORE
tax the high resident areas
get it from the rich people; high taxes for properties
steal from the rich, give to the poor
charge more to people who have more money
higher taxes on higher incomes - property taxes above $300k
tax residents, not businesses
FEDERAL, STATE MONEY
talk to the legislature
federal grant
federal or state grants
get federal and state money back
federal government; employ the unemployed to collect money for the streets
from state and federal funding
they could take a look at state gas taxes and ask for greater transportation by the state in funding of Boulder projects
(Continued on next page)

Appendix Table II.4 Question 12: Do you have any other suggestions for how to obtain additional transportation funding?
AUTO REGISTRATION FEES
increased tax on cars, gas taxes
fees for the number of vehicles family members own
tax cars depending on the type of car and number of cars; the more cars the more tax
allow people to pay monthly for automobile registration taxes and increase those taxes, or quarterly
registration
add more money to moving violations and municipal violations
license plate tax have a city sticker for those that live in the city an automobile tax to operate within the city
a tax on the automobile double the tax on SUV's
work on car registration; those who don't own cars would not have to pay for road maintenance
when registering a car, add an additional fee
US 36 TOLL
have a toll on route 36 in and out of Boulder
developers of all types (local restaurants, Crossroads mall) should redesign. Building more roads and widening roads will not solve all of the problems; looking into creative options and paying attention to daily interactions would be a better option. Route 36 should be a toll road. There should be more bus routes.
put a toll back on route 36
a toll on highway 36
DECREASE ROAD DEMAND, EMPHASIZE ALTERNATE MODES
offer a free day or week to use it to see how easy it is to use
decreasing demand
find ways to keep transit cheap; this will be an incentive
convince people to drive less
if everyone walked you wouldn't need money for anything
they should develop alternative modes of transportation on feeder streets that come in like the Diagonal and 36; make them park outside the city to come in
it's unfair that there are no EcoPasses
INCREASE PARKING FEES
a gas tax and additional parking fees
increased parking or more parking meters
increased parking lot fees
bonds; increase the parking cost amount. Commuter tax.
TAX BICYCLES
parking meters tax the bikers
bicycle tax
make the bicyclists pay
TAX COMMUTERS, FREQUENT DRIVERS
fund directly from those who are the heaviest users and have the greatest impact, those who drive. Sales tax and property tax aren't necessarily taxing the drivers. Then it encourages them to take up other activities like biking or walking.
get some funds from people living around Boulder and those who come into Boulder to work
have a certain registration just for Boulder have a mileage based fee
(Continued on next page)

Appendix Table II.4 Question 12: Do you have any other suggestions for how to obtain additional transportation funding?
TAX STUDENTS, CU
raise income taxes increase tax on CU
take CU athletic money away; bring in 180 million
a tax on out of state students.
tax the university for the students who drive
ALLOW GROWTH, TAX DEVELOPMENT AND BUSINESSES
assess the residents on being improved
a head tax paid by the employees the city needs to improve districts funds stop turning down reasonable retail projects to maintain taxes
increase sales tax revenues by redeveloping Crossroads
attract outside businesses
allow the city to grow and there will be a decent population to handle transportation growth. There we be enough to support it.
developers who develop in Boulder County should contribute more. A licence to build could make people who have more money pay more.
connect to process new commercial and business development
more businesses in city (use tax money)
tax levy on new buildings give a credit or incentive for employee head taxes (EcoPass/carpool)
the cost of new development is the one way
question the numbers quoted for each household to pay. Developers should pay the costs servicing their community.
rebuild Crossroads, create another large shopping center, and bring in more money that way through sales tax
OTHER
schools should pay for some road improvement through taxes vehicle tax - based on the number of vehicles accidents - when someone causes one, they should be taxed more.
stop running buses that have a large capacity but don't normally drive a full load. Focus more on left turn lanes and timing the lights more properly. Scale the sizes of buses to the typical load of passengers.
re-evaluate because other towns seem to be able to do this without all of the high property costs.
master plan should make circular roadway around Boulder with arteries into town
use more open space
tax the tourists (hotels & frequently visited tourists attractions)
gas taxes are high enough. They're already into enough pots.
just live with the traffic, if you don't want traffic don't live in a city.
every retailer who is downtown should pay more property taxes to up for the fees charged by the city. This would discourage shopping downtown
non-residents who live in Boulder should pay, as in Denver
encourage smaller cars, reduce pollution. Diesel cars
taxes
posting something that would be informative and give statistics that most people wouldn't think of (fossil fuels, less resources)
sell some open space
a light rail ran from Denver to Boulder
if better ideas come forward, people will be supportive
I believe our transportation system is the automobile have citizens purchase automobiles
mainly working regionally
tax people with the tollway.
(Continued on next page)

Appendix Table II.4 Question 12: Do you have any other suggestions for how to obtain additional transportation funding?
sales tax is enough
the city should not diminish sales tax
stop widening roads, lower speed limits, locate important centers such as library, hospitals, retail service.
cut the wages of politicians that run the county
those who use the roads should pay an additional cost.
resources for businesses to provide better transportation for employees
raise the cost of the bus ticket
increase household taxes

Appendix III: Survey Methodology

Sample Selection and Survey Administration

Phone interviews were administered during the period from November 12th to November 19th, 2001. The Audit and Evaluation Division contracted with Aspen Media and Market Research to do the data collection. Aspen purchased the random digit dial sample, conducted the interviews using a CATI (computer aided telephone interviewing) system, and produced an electronic data set. A majority of the interviews were completed during the evening hours and on weekends and the average length of the interview was 21 minutes. All phone numbers were dialed at least three times before being taken out of the sample, with at least one of the attempts on either a weekend or weekday evening. The final disposition of all calls is displayed in Table III.1.

Table III.1: Disposition of all Calls, and Response Rate

Disposition of Call	Number	Percent
completed interview	400	8.9%
initial refusal/mid-interview termination	257	5.7%
more than 3 call attempts but no answer or answering machine, phone busy, respondent not available	1230	27.3%
disconnected or blocked call	1156	25.6%
computer tone/pager/cell phone/business phone	1433	31.8%
language barrier	37	0.8%
TOTAL	4513	100.0%
RESPONSE RATE/COMPLETES AS PERCENT OF ELIGIBLE HOUSEHOLDS[21]	400	20.8%

Of the 1,924 eligible households, 400 completed the interview, providing a response rate of 21%. Approximately 13% of eligible households who were reached by phone refused to complete the survey.

Data Analysis

The surveys were analyzed using the SPSS statistical package. For the most part, frequency distributions and mean ratings are presented in the body of the report. Chi-square tests of significance were applied to frequency breakdowns of selected survey questions by demographic subgroups. ANOVA tests of significance were used to test differences in mean ratings by demographic subgroups. A "p-value" of .05 or less indicates that there is less than a 5% probability that differences observed between subgroups are due to chance; or in other words, a greater than 95% probability that the differences observed are "real." Where differences were statistically significant, they are so noted in the report and Appendix I.

Weighting

The demographic characteristics of the sample were compared to 2000 Census data for Boulder and were statistically adjusted to reflect the larger population when necessary. The two socioeconomic characteristics that showed the largest differences in opinion and behaviors between the groups were age and homeowner status. Thus the responses were weighted by these two variables -- other discrepancies between the whole population and the sample were also aided by the weighting due to the intercorrelation of many socioeconomic characteristics. The results of the weighting scheme are presented in Table III.2.

[21] "Eligible" households (shown without shading in the table above) refers to phone numbers that belong to a residence and are not a fax, business or disconnected. Numbers never reached are assumed to be eligible residences, although almost certainly some of these numbers are ineligible, thus artificially deflating the response rate.

Table III.2: Weighting Scheme			
Demographics	**Population Norm**	**Survey Unweighted Data**	**Survey Weighted Data**
Gender (18 or older)			
Male	52%	46%	47%
Female	48%	54%	53%
Age			
18-34	53%	26%	53%
35-54	30%	47%	30%
55+	17%	27%	17%
Education			
less than college	42%	31%	37%
at least a bachelor's	58%	69%	63%
HU type			
detached	49%	64%	53%
attached	51%	36%	47%
Tenure			
rent	51%	30%	51%
own	49%	70%	49%

PTM Ratings

In the body of the survey report, where appropriate, comparisons were made to responses to a survey conducted in March of 1996 to gather citizen input for the 1996 Transportation Master Plan. As the response scales used on that survey and the Annual Transportation surveys were different, responses to both surveys were converted to a 100-point scale, where "0" equals strong opposition or disagreement and 100 equals strong agreement or support, to allow easier comparisons between results from the two surveys. This scale is called a "PTM rating," for "percent-to-maximum."

"Readiness to Change"

Several theories of behavior change suggest that there are stages people must progress through in order to achieve a behavioral or lifestyle change, such as cessation of smoking or changes in eating habits. According to these models, the first stage is "pre-contemplation," in which people are not even aware that their existing habits are unhealthy or contributing to a problem. In the "contemplation" and "preparation" stages, they may know that the behavior is contributing to a problem, and may be considering making changes, but have not yet actually made a behavioral change. In the "action" stage, people have begun to incorporate the behavior change into their life. In the "maintenance" stage, the new behavior is now integrated into their lifestyle.

For the Annual Transportation surveys, three statements were constructed and survey respondents were asked to indicate the statement they most agreed with. The statement, "I prefer making most of my trips by driving alone, and am unlikely to change how I travel" was intended to correspond the "precontemplation" stage in relation to changing to alternative modes; the statement, "While I make most of my trips by driving alone, I would like to use other modes of transportation for some of the trips I make" corresponds to the "contemplation" or "preparation" stages; and the statement, "I make a significant proportion of my trips by using modes other than driving alone" represents the "action" or "maintenance" stages.

Appendix IV: Survey Instrument

2001 Annual Transportation Survey

FINAL - 11/8/01

[TEXT IN CAPITALS IS NOT TO BE READ BY INTERVIEWERS. IT IS EITHER INSTRUCTIONS TO THE INTERVIEWERS, INSTRUCTIONS FOR PROGRAMMING, OR RESPONSES THAT CAN BE INDICATED, BUT NOT READ.]

Hello, my name is _____ and I am calling on behalf of the City of Boulder. We are conducting a survey of Boulder residents about issues facing the City of Boulder, and would like your opinions to help guide Boulder's future. The results of this survey will be presented to City Council and city board members. By randomly selecting telephone numbers within the Boulder area, your household has been chosen to be included in this survey. This survey should only take a few minutes to complete, and your answers will be completely confidential. Responses to the survey will be reported in group form only.

In order to keep our survey representative of Boulder's population, I would like to speak to the adult member in your household who most recently had a birthday. (IF RESPONDENT ASKS, YEAR OF BIRTH IS NOT TO BE CONSIDERED). Is that you?

IF NO: May I speak with that person, please?

[REPEAT FIRST PARAGRAPH IF THE BIRTHDAY PERSON IS NOT THE PERSON WHO ANSWERED THE PHONE.]

1. I would like to start this survey by asking you what you think is the most important challenge presently facing the City of Boulder? [DO NOT PROMPT, CHECK ALL THAT APPLY, BUT DO NOT PROMPT FOR MORE.]

    1 GROWTH/OVERDEVELOPMENT
    2 BALANCING GROWTH WITH OTHER CONCERNS (E.G. ENVIRONMENT, ECONOMY, ETC...)
    3 TRAFFIC/TRAFFIC CONGESTION
    4 TRAFFIC SIGNAL TIMING
    5 TRANSPORTATION
    6 CITY BUDGET
    7 CITY COUNCIL
    8 AFFORDABLE HOUSING
    9 OPEN SPACE
    10 LAW ENFORCEMENT/CRIME/VIOLENCE
    11 EDUCATION
    12 UNSOLVED HIGH PROFILE CRIMINAL CASES
    13 VIOLENT CRIME
    14 ECONOMIC VITALITY OF BOULDER/BOULDER'S ECONOMY
    15 CROSSROADS/BURA
    16 DON'T KNOW
    17 OTHER (PLEASE SPECIFY _____)

2. The questions that follow in the rest of this survey are going to focus on transportation issues in Boulder. How would you rate your experience in getting around Boulder? Would you say it is . . .

    1 very bad
    2 bad
    3 neither good nor bad
    4 good
    5 very good
    6 DON'T KNOW

3. What, if anything, do you think should be done to improve transportation in Boulder? [DO NOT PROMPT, CHECK ALL THAT APPLY; MAY PROMPT FOR MORE THAN ONE ANSWER.]

    1. ADDITIONAL PARKING DOWNTOWN
    2. ADDITIONAL PARKING IN PLACES OTHER THAN DOWNTOWN

3. IMPROVE NEIGHBORHOOD TRAFFIC SAFETY
4. IMPROVE STREET MAINTENANCE
5. IMPROVE SNOW REMOVAL
6. REDUCE SPEEDING VEHICLES
7. IMPROVE TRAFFIC SIGNAL TIMING
8. IMPROVE EASE OF GETTING AROUND TOWN BY CAR
9. IMPROVE EASE OF GETTING AROUND TOWN BY BIKE
10. IMPROVE EASE OF GETTING AROUND TOWN BY BUS
11. IMPROVE EASE OF GETTING AROUND TOWN BY WALKING
12. REDUCE TRAFFIC CONGESTION
13. GET RID OF SPEED BUMPS, TRAFFIC CIRCLES, ETC...
14. ADD MORE SPEED BUMPS, TRAFFIC CIRCLES, ETC...
15. IMPROVE/INCREASE BIKE PATHS/LANES (SYSTEM)
16. REDUCING SINGLE OCCUPANCY VEHICLE TRAVEL
17. IMPROVE BUS/TRANSIT SERVICE
18. THERE IS TOO MUCH PARKING/PARKING IS TOO CHEAP
19. IMPROVE PEDESTRIAN SAFETY
20. IMPROVE BICYCLIST SAFETY
21. IMPROVE DRIVER SAFETY
22. REDUCE AGGRESSIVE DRIVING/" ROAD RAGE"
23. IMPROVE EMERGENCY RESPONSE TIMES
24. DRIVERS SHOULD NOT BE SO RUDE OR INCONSIDERATE
25. GET RID OF PHOTORADAR
26. EXPAND PHOTORADAR
27. NOTHING, CAN'T THINK OF ANY OR TRANSPORTATION IS FINE
28. OTHER, PLEASE SPECIFY _____

4. Please tell me whether you strongly agree, somewhat agree, somewhat disagree or strongly disagree with the following statements. [AFTER EACH, ASK: "Do you strongly agree, somewhat agree, somewhat disagree, or strongly disagree?" UNTIL THEY GET THE HANG OF THE SCALE. 1= STRONGLY AGREE; 2=SOMEWHAT AGREE; 3=SOMEWHAT DISAGREE; 4=STRONGLY DISAGREE; 5=DON'T KNOW]

   a. The City of Boulder should widen existing roads in town and in neighborhoods and build new roads in order to relieve current and future traffic congestion.

   b. The City of Boulder should limit job growth in the City in order to relieve current and future traffic congestion.

   c. Most of the traffic problems in Boulder are not caused by residents, but by people commuting into the City and tourists.

   d. The City of Boulder should concentrate on providing more alternatives to the automobile in order to relieve current and future traffic congestion.

   e. People who drive more should pay more of the costs of maintaining the roads in Boulder.

   f. The City of Boulder should not attempt to relieve traffic congestion, but let traffic reflect current conditions.

   g. New development should pay more than existing residents for transportation improvements.

   h. The City of Boulder should provide additional frequent, small bus service like the HOP, SKIP, JUMP, LEAP and BOUND.

   I. The City of Boulder should provide more parking spaces for employees and shoppers in the downtown area.

   j. The City of Boulder is spending taxpayer's transportation money wisely.

k. The City of Boulder should give a higher priority to funding transportation improvements that serve pedestrians, bicyclists and bus riders than to transportation improvements to serve automobiles.

l. The noise of propeller driven aircraft from Boulder airport is disturbing in my neighborhood.

5. Is there anything else you would like to tell me about what you think the City should do to address transportation in Boulder? [IF NO, GO TO QUESTION #6. OTHERWISE, RECORD RESPONSE.]
   1=Yes, specify_____
   2=No

6. Next, I would like you to rate the following aspects of the current transportation system in Boulder. Please rate each on a scale of 1 to 5, with one being "very bad" and 5 being "very good".

   What about . . . . ? How would you rate this aspect of transportation?
   [PLEASE ROTATE LIST. USE "6" FOR DON'T KNOW".]

	Very Bad					Very Good	DK/ NR
a. Sidewalks		1	2	3	4	5	6
b. Bike paths and lanes		1	2	3	4	5	6
c. Condition of the streets (IF THEY ASK, SAY "street maintenance")		1	2	3	4	5	6
d. Neighborhood traffic mitigation efforts, such as traffic circles, speed bumps, and so on.		1	2	3	4	5	6
e. Local RTD buses (the numbered bus routes)		1	2	3	4	5	6
f. The HOP, SKIP, JUMP, LEAP and BOUND buses	1	2	3	4	5	6	
g. Parking downtown		1	2	3	4	5	6
h. Parking in places other than downtown		1	2	3	4	5	6
I. Traffic signal timing	1	2	3	4	5	6	
j. Neighborhood traffic safety	1	2	3	4	5	6	
k. Traffic congestion		1	2	3	4	5	6

The Transportation Division is beginning the process of updating the city's Transportation Master Plan or TMP. The TMP provides the policy basis for how transportation funding is spent and what projects or programs the city focuses on to provide transportation services for its citizens. The TMP was originally adopted in 1989 and updated in 1996. In preparation for the 2001 TMP update, we would like to ask for your opinions regarding the direction that the city should take with respect to travel in Boulder.

7. Projected traffic trends forecast increased traffic in Boulder by the year 2025. If such trends are accurate, do you favor or oppose the continued involvement of the City of Boulder in efforts to prevent worsening traffic congestion? Would you say you . . .

   ___ strongly favor
   ___ somewhat favor
   ___ neither favor nor oppose
   ___ somewhat oppose, or
   ___ strongly oppose . . . . . the City's continued involvement?
   ___ DON'T KNOW OR REFUSE

8. If the City continues its efforts to reduce future traffic congestion, there are two major approaches which could be taken. I am going to describe these and ask your opinion about the direction that the City of Boulder should take.

   One approach to traffic congestion is to increase road capacity to handle the traffic demand. This means building additional lanes on existing roads and constructing new roads. Such measures may have a negative impact on neighborhoods and on air quality.

   The alternative approach is for citizens to reduce the number of trips made by driving alone. On the City's part, this approach would involve additional enhancements to non-automotive transportation systems, such as bikeways, sidewalks, and the bus system as well as changes in urban design that support non automotive travel such as bringing buildings closer to the street and providing clear pedestrian connections. However, for this approach to be successful, all citizens would have to significantly reduce the number of drive-alone trips they make each day.

   On which approach do you think the City should place greater emphasis?

(TO INTERVIEWER: IF RESPONDENT ASKS YOU TO REPEAT THE CHOICES, A QUICK SUMMARY WOULD BE THE ANSWERS SHOWN BELOW: "either an increase in road capacity or a reduction in drive-alone trips").

_____ INCREASE ROAD CAPACITY
_____ REDUCTION IN DRIVE ALONE TRIPS
_____ BOTH OR NOT SURE
_____ NEITHER OR OTHER (SPECIFY)_____
_____ NO RESPONSE/REFUSE

9. As a part of the earlier Transportation Master Plans, the City has pursued a number of strategies aimed at reducing future traffic congestion. I am going to read a list of possible strategies, some of which have been used in the past while others have not. Please tell me whether you would strongly support, somewhat support, neither support nor oppose, somewhat oppose or strongly oppose such measures. [1=STRONGLY SUPPORT, 2=SOMEWHAT SUPPORT, 3=NEITHER SUPPORT NOR OPPOSE, 4=SOMEWHAT OPPOSE, 5=STRONGLY OPPOSE; 6=DON'T KNOW/REFUSED.]
   [ROTATE ISSUES.]

   What about . . .

   Would you strongly support, somewhat support, neither support nor oppose, somewhat oppose or strongly oppose (INTERVIEWER: CONTINUE TO READ THIS FOR EACH QUESTION UNTIL RESPONDENT REMEMBERS IT..)

   - managing the rate of population growth _____
   - managing the rate of job growth _____
   - adopting urban design plans which reduce dependence on automobiles _____
   - expanding the bike system within Boulder _____
   - expanding the pedestrian system, such as sidewalks and benches _____
   - providing an Eco-Pass for all Boulder residents, which would allow use of all local and regional buses at no additional cost _____
   - improving traffic flow through measures such as additional left turn lanes and improved traffic signals _____
   - increasing road capacity by widening roads _____

- building more roads _____
- increasing transit service through RTD _____
- increasing high frequency transit service like the HOP, SKIP, JUMP, LEAP AND BOUND _____
- increasing the cost of parking _____
- increasing the cost of driving _____

10a. In the effort to reduce traffic congestion and to "provide a transportation system supportive of community goals," a major objective of the Transportation Master Plan has been to shift 19% of all trips currently made by single-occupant auto to other forms of transportation. How well do you think the city government is doing in trying to meet this objective?

____very well
____somewhat well
____neither well nor badly
____badly or
____very badly
___ DON'T KNOW OR REFUSE

10b. How well do you think the community (you and your neighbors) are doing in trying to meet this objective?

____very well
____somewhat well
____neither well nor badly
____badly or
____very badly
___ DON'T KNOW OR REFUSE

10c. Do you support or oppose the continuation of this objective as a goal of the Transportation Master Plan? Would you say you..

____strongly support
____somewhat support
____neither support nor oppose
____ somewhat oppose, or
____strongly oppose . . . . . this objective of the TMP?
___ DON'T KNOW OR REFUSE

11. It is anticipated that regardless of the approach taken by the City, there is not enough money to adequately fund projects which would prevent future traffic congestion. Between $200 and $400 per household per year would have to be collected over the next 20 years in order to cover these costs.

Given these cost projections, there several possible ways to obtain additional monies for transportation, and I'd like you to tell me whether you favor or oppose these methods.

What about . . .
Do you . . .

		strongly favor	somewhat favor	somewhat oppose	strongly oppose	DON'T KNOW
a.	An addition to the city sales tax	1	2	3	4	5
b.	A road toll, where drivers pay to use the streets	1	2	3	4	5
c.	An addition to property taxes	1	2	3	4	5
d.	An employee head tax which would be paid by employers based on the number of employees they have	1	2	3	4	5

12. Do you have any other suggestions for how to obtain additional transportation funding?
_____ NO
_____ YES (Specify: _____)

These last few questions are about you and your family, and will be used to cross-classify responses. Let me assure you once again that your answers are confidential, and will be reported in group form only.

13. Please tell me which of the following three statements comes closest to your feelings about traveling in and around Boulder.

a. I prefer making most of my trips by driving alone, and am unlikely to change how I travel;

b. While I make most of my trips by driving alone, I would like to use other modes of transportation for some of the trips I make, or

c. I make a significant proportion of my trips by using modes other than driving alone.

d, OTHER, IF THEY CAN'T ANSWER [DON'T OFFER THIS, BUT IF THEY CAN'T ANSWER CHOICES 1 - 3, RECORD THEIR ANSWER, OR THE REASON THEY CAN'T ANSWER.]
_____

e. REFUSED

14. About how often, if ever, do you use public transit for your work commute?
1 once a year or less
2 2 to 11 times a year
3 1 to 3 times a month
4 1 to 2 times a week
5 3 times a week or more
6 DON'T WORK/RETIRED
7 REFUSED/DON'T KNOW

15. About how often, if ever, do you use public transit for other types of trips, such as shopping or personal errands?
1 once a year or less
2 2 to 11 times a year
3 1 to 3 times a month
4 1 to 2 times a week
5 3 times a week or more
6 REFUSED/don't know

16. In order for Boulder to meet its goals to reduce traffic congestion, residents will need to change their travel behavior. What do you think it would take for people in your neighborhood to make fewer single occupancy vehicle trips?
_____

17. Do you have any type of Eco-Pass or CU Bus Pass?
[FOR INTERVIEWER: IF RESPONDENT ASKS, A CU PASS IS THE ID ISSUED BY THE UNIVERSITY OF COLORADO TO STUDENTS, FACULTY AND STAFF THAT ACTS AS THEIR ID, THEIR ECO-PASS, THEIR ATM CARD, ETC.)

1 yes --> GO TO QUESTION 17A, AND THEN TO Q19
2 no --> GO TO QUESTION 17B
3 REFUSED --> **GO TO QUESTION 19**

17a. What type of Eco-Pass do you have?
1 Business/Employee Eco-Pass
2 Neighborhood Eco-Pass
3 CU Boulder Student ID pass
4 CU Boulder Faculty/Staff ID pass
5 Naropa Pass
6 other, specify _____
7 DON'T KNOW

17b. Do you have an RTD monthly or annual transit pass, purchased from RTD?
1 no --> GO TO QUESTION #18a
2 yes

17b1. What type of RTD transit pass do you have?
1 regional
2 local
3 student discount pass
4 senior discount pass
5 OTHER, SPECIFY
6 DON'T KNOW

[SKIP TO QUESTION #18b IF THEY ANSWERED "DON'T WORK/RETIRED" TO QUESTION #14]

18a. If an Eco-Pass was available to you through work, school or your neighborhood, how likely would you be to ride RTD buses more than you do now for your work commute? Would you say you would be . . . [READ LIST]

1.much more likely to increase your use of the RTD bus for your work commute,
2.somewhat more likely, or
3.not very likely to increase your use of the RTD bus for your work commute
4.DON'T KNOW

18b. If an Eco-Pass were available to you through work, school or your neighborhood, how likely would you be to ride RTD buses more than you do now for your non-work commute trips, such as shopping or personal errands? Would you say you would be . . .[READ LIST]

1 much more likely to increase your use of the RTD bus for your non-work commute trips
2 somewhat more likely, or
3 not very likely to increase your use of the RTD bus for your non-work commute trips
4 DON'T KNOW

19. How many, if any, other people in your household have Eco-Passes or CU bus passes?

_____ people 0-99; **99** EQUAL REFUSED OR ONE PERSON HOUSEHOLD
(IF NONE or 99, GO TO QUESTION #21)

20. What kind of passes do they have? [CHECK ALL THAT APPLY]
1 Business/Employee Eco-Pass
2 Neighborhood Eco-Pass
3 CU Boulder Student ID pass
4 CU Boulder Faculty/Staff ID pass
5 Naropa Pass
6 other, specify
7 DON'T KNOW

21. How many passenger cars, vans and light trucks does your household own or normally have use of? [RANGE 0-99=REFUSED]

_____

22. How long have you lived in (or near) Boulder? [RECORD # IN YEARS – RANGE 0-99. LESS THAN 6 MONTHS=0, 6 MONTHS-1 YEAR =1]

_____ years

23. Do you live within Boulder city limits?

1 YES [GO TO QUESTION 23A]
2 NO [GO TO QUESTION 24]
3 DON'T KNOW [GO TO QUESTION 23A]
4 REFUSED [GO TO QUESTION 24]

23a. Do you live east or west of 28th Street

1. EAST
2. WEST

23b. Do you live north or south of Pearl Street

1.NORTH
2.SOUTH

23c. Can you tell me the nearest cross streets to your home?

1=YES, SPECIFY BELOW_____
2=DON'T KNOW/REFUSED

_____ (NAME OF STREET)

_____ (NAME OF STREET)

24. What city do you work in or nearest to?

1 BOULDER
2 LONGMONT
3 LOUISVILLE OR LAFAYETTE
4 BROOMFIELD
5 DENVER OR ITS SUBURBS
6 OTHER CITY (SPECIFY_____)
7 DO NOT WORK
8 REFUSED

25. How many people live in your household (including yourself)?

_____people [RANGE 1-99=REFUSED]

26. How many are 16 years of age or older? (SKIP IF "1" OR "99" ON Q25)

_____people [RANGE 0-99=REFUSED]

27. What type of housing unit do you live in? Is it a

1 detached single family home
2 an apartment
3 a condominium or townhouse
4 a mobile home
5 group quarters (*e.g. dormitory, fraternity or sorority*)
6 other _____
7 REFUSED

28. Do you rent or own your residence?
    1 RENT
    2 OWN
    3 REFUSED

29. Which of the following categories best describes the amount of formal education you have completed?
    1 0 - 11 years, no diploma
    2 high school graduate
    3 some college, no degree
    4 associate degree
    5 bachelors degree
    6 graduate or professional degree
    7 REFUSED

30. Which of the following categories best describes your age?
    1 18 - 24
    2 25 - 34
    3 35 - 44
    4 45 - 54
    5 55 - 64
    6 65 or older
    7 REFUSED

31. Are you a student at CU in Boulder?
    1 YES
    2 NO
    3 STUDENT AT ANOTHER COLLEGE
    4 REFUSED

That's all the questions I have. Thank you very much for your time. We appreciate your responses.

32. WHAT WAS THE GENDER OF THE RESPONDENT?
    1 MALE
    2 FEMALE